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HONGKONG OFFICE: 104, DES VUE ROAD, U.I. LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, FEBRUARY 9th, 1907.

Just now, when every other man in Hongkong utters at least once a day the words "Derby sweeps," while the police continue organizing anti-gambling raids on Chinese, any cognate subject would appear appropriate. It so happens, moreover, that various items in the public press conspire to turn attention to the Kialto. The *Godown* lately devoted some space to forward selling of shares, and the following passage caught the eye:—

"Some years ago they overdid it in Hongkong, and a law was passed having for its object the prevention of time bargains unless the seller was in actual possession of the shares he sold and stated the number under which they were registered. The law is all right, apparently, for even if you only possess seventeen dollars you may sign a contract to take delivery of a hundred shares four months hence, and if the market goes against you—well, it does go against you, and we will not investigate your case too closely. So you think that Eden is again revived in Hongkong, and that bulls and bears walk about in Queen's Road without having a life at each other? Far from it. Speculation—gambling if you wish—is such an inherent trait in the nature of man that no artificial barrier has yet been invented which will effectually eradicate that vice from the breast of the human being. Speculators in Hongkong—gamblers if you wish—agree among themselves that, law or no law, they would have their quarterly flutter. To circumvent the law they agreed among themselves that any 'forward' share contract made would be considered legal, as between honourable men, and that if a loser desired to shield himself behind the protection of the law he could do so, but then he would be considered an outcast, a bad egg."

That refers to the exciting events and debates of 1890-91, and the pages of that particular volume of the Hongkong *Herald* are among the more interesting in our local history. The Hon. T. H. WATKINS and the Hon. J. J. KESWICK introduced a Bill with the object indicated in the foregoing

extract, and Mr. J. J. FRANCIS, Q.C., was permitted to make a long and able argument against it, on behalf of the local stock-brokers who petitioned against this restraint of trade, or restraint of gambling, according to the point of view. One of his arguments was that the new law could not in any way prevent or remedy the evil at which it was aimed, an objection that applies to many ordinances; and in this case, as the *Godown* points out, it has been ineffective. Even the formation of a Stock-brokers' Association, first suggested about that time as a better remedy, has not prevented the law being broken, and shares are still sold forward without their numbers being either known or stated. None of Hongkong's anti-gambling ordinances has dammed the flood in the slightest; at the most they have diverted some of it into secret and less easily observed channels. The discussion incidental to the passing of that Bill must have done good indirectly at the time, and it might still do good were it revived in some way now. Real gamblers playing for the excitement are past saving, or do not need to be saved; they at least get for their money much of what they set out to buy. But the "griffin" entering into speculation with the idea of making money should make a point of getting *Hansard* for 1890-91 and carefully reading the debates on this Bill. It will save him much money. The small punter, who hopes to win, but can't afford to lose, might do worse than ponder one passage in the argument of Mr. FRANCIS, Q.C., which ran:—

"There are two or three big speculators in the Colony, extremely wealthy men, who are engaged in operations, lowering the price of shares. Let us think of any one of these men. He is supposed to be extremely wealthy and to be in possession, or capable of getting possession to-morrow, of thousands of shares of any company he thinks fit to deal in. He goes into the market to-morrow and buys as many as he can lay hands on, let us say 3,000. He enters into contracts for the sale of 2,000 or 3,000 shares, to be delivered three months hence, at largely enhanced prices. By his own operations in buying and any other means at his disposal he has raised the price of the stock, and in every one of these contracts he enters into he specifies the number of shares. He has them; they are lying in his safe. Mr. FRANCIS was showing how useless the Ordinance might be; not how big operators really go to work here. And these shares, in lots of 25 or 50, are sold to the same class of men as before, who will be just as eager after this Bill is passed to make a little profit as they are now. And when the day comes, what will be their position? It depends upon this big operator. It may have suited his purpose to allow the market to continue to rise and the buyers may have been able to sell in advance and pocket their profits, or it may not have suited his purpose, in which case he has lost 1,000 shares in reserve, which he sells out in lots of 25 at a time, each time at a dollar under the market rate, and in the course of a month or two the price has dropped sixty or seventy points. He has done it, not by playing with loaded dice, not by selling short. To sacrifice a portion of his property and lose a dollar or two on each of his 1,000 shares in the hope of making twenty or thirty dollars on each of the other 2,000, does that deserve to be stigmatized as playing with loaded dice? Is it not a perfectly legitimate use to make of his wealth, his position, and his credit?"

Quite legitimate, it is clear; but the small fry may as well know how helpless they are in a field of enterprise occupied by bigger banking accounts, with influence far beyond the mild variety indicated by that bygone Q.C. As Mr. J. J. KESWICK pointed out in reply, the hypothetical case did not adequately represent the real nature of big operations on the local share market, which he described as "commercial immaturity." The Bill passed, but it has never protected anyone; the best protection is to be informed of the state of affairs, and it is amazing still to find people, otherwise intelligent, dealing in ignorance with men who ignore that Ordinance. In New York, we notice, on January 8th, there was a commotion on Wall Street a new scheme for the evangelisation of men, particularly those connected with brokerage and Stock Exchange offices, a class which many people have rashly condemned as beyond all hope of redemption. A man of God opened the business day with prayer, and invited the brokers and jobbers to join in singing the "Old Hundredth." The *Daily Telegraph* correspondent says:—

"This is no hasty and unprepared scheme for beginning the day in New York's financial world, but has been carefully matured by Dr. Warren after consultation with such leading lights as Mr. Pierpont Morgan, Mr. James Stillman, Mr. John D. Rockefeller, and Mr. Jacob H. Schiff, just to mention a few American kings of finance. Already, as I am informed on inquiry to-day, more than one brokerage office here opens the business day with prayer, a conspicuous example being Mr. J. Alden Gaylord, one of the best-known local financiers in America. It was Mr. Gaylord, indeed, who depicted the needs of Wall Street to Dr. Warren, and now all the arrangements for inaugurating services outside the Stock Exchange just before the bell goes have been made. There will be no instrumental music, but the well-known professionals have been urged to lead the singing, and some prominent bankers, financiers, and others have promised their support."

This sort of thing cannot do much harm, though it may give a few of the "lamb" more confidence in the predatory animals; but the most useful kind of preaching for the uninformed is that which lets them into

the secret of how it is and may be done. As we have said, a particular number of *Hansard* tells much that has been forgotten, and much that has never been learned by newcomers.

The French Mail of the 8th January was delivered in London on the 7th inst.

The full reports of the proceedings in connection with the Royal visit to the Colony, which have appeared in the *Daily Press*, are reproduced in the Hongkong *Weekly Press*, published this morning for the homeward mail.

Members of the Hongkong Volunteer Reserve Association are reminded that there will be practice at the King's Park Range to-morrow (Sunday) at 200 yards at 9.30 a.m. and at 500 yards at 11 a.m.

Reuters' Agency is officially informed that there is no foundation for the report published in Melbourne of thecession of Tahiti by France to Great Britain, in return for territorial concessions in Burma or Further India.

The Y.M.C.A. on Sunday night is inviting the public to a sacred concert, at which music by Mendelssohn and Stendhal Bennett will be interpreted by Mr. E. T. Chapman, Mr. A. E. Faine, Messrs. Moore, Forbes, Paine, and Reid, Mr. H. T. Reid, Mr. T. M. Forbes, and Mr. S. Moore.

A golf story:—Jones: "Well, come along in to lunch."—Robinson: "I'll be in directly, I just want to wash my hands." "Wash your hands! What on earth for?" "Cleanliness, I suppose. Don't you?" "Rather not." "Why?" "Absolutely ruins your grip for the afternoon round!" (Left maculate.)—*County Gentleman.*

M. Arctander, the Norwegian Minister of Commerce, stated, in the course of a debate which took place on January 7th in the Storting on the Government's Bill for the control of merchant vessels, that he had received information which led him to believe that the British Government proposed to convene an International Conference shortly for the purpose of regulating the load-line of ships.

The Bandmann Comedy Company announce the opening of a season at the Theatre Royal on the 21st inst. We understand that the Company is an exceptionally strong one, and it will be noted that the list of pieces to be produced contains several comedies which are new to Hongkong, and others which are old favourites that are certain to draw large houses. The plan is now open at Montic and Co.'s.

To those who attended the Chinese theatrical performances given in honour of the Royal visitors, the Chinese calendar issued by Messrs. Wm. Meyer and Co. will be of special interest as it bears an excellent picture, lithographed in colour, of the sixth scene of the play. We note that this highly artistic calendar is the production of the Hongkong Printing Press, and it is not too much to say of it that as a specimen of the best lithographic work it is not surpassed by any of the local calendars which were produced abroad.

There is no half-heartedness about the celebrations of the Chinese New Year. All classes give themselves up to the enjoyment of the time. Business does not obtain a thought, care is set aside, and good wishes and kindly greetings are heard on every side. In common with the rest of the community, the members of the Chinese press appreciate the period of rest, and all the native newspapers have suspended publication for a period of ten days. The first issue of the Chinese Daily Press (Chung Ngai San Po) in the New Year will, as usual, be printed on red paper in the complimentary style of the season.

An amusing story is related in the *Tribune* of Admiral von Koester, a favourite with the Kaiser, and a frequent guest at the Imperial table. It is the custom for the servants to remove at once any dish the Emperor does not touch. On one occasion when the Admiral was at palace dinners had reached the roast venison, a dish to which he is particularly partial. The Emperor pushed away his plate, and the servants began to remove the course. They came to the Admiral, and wanted to remove his fork, but he brought his knife-handle smartly down upon the servant's fingers, exclaiming, "Hands off, here I'm not ready." He accompanied his action also with an avowed adjuration which left his fellow-guests aghast. But the Kaiser prides himself on his martial character, and the oath rapped out so naturally delighted his Majesty, and he burst into laughter. The Admiral, after one glance of curiosity at the laughing monarch, drained his glass and returned placidly to his venison.

By kind permission of Lieut.-Col. W. Scott Moncrieff and Officers, the Band of the Third Battalion "The Duke of Cambridge's Own" Middlesex Regiment will play the following programme of music during dinner at the Hongkong Hotel, on Saturday, 9th February, 1907:—

March: "To the Front." Hummel.
Valse: "Prise des Nuits." Laroche.
Selection: "Lac des Larmes." Donizetti.
Song: "Naxos." Gounod.
Overture: "Bohemian Girl." Balfe.
Serenade: "La Paloma." Yradier.
Suite: "Peer Gynt." Grieg.
Galop: "Follies." Faust.

God bless the Prince of Wales.
God save the King.
Dinner Menu:—Hors d'Oeuvres—Caviare on Toast, Soup—Ortolan Soup, Fish—Boiled Fish and Parsley Sauce, Entrées—Sweetbread Cutlets and Tomato Sauce, Stewed Steak and Mushrooms, Monge's Patties, Curry—Dry Curry, Joints, &c.—Roast Sirloin of Beef and Baked Potatoes, Roast Turkey and Cranberry Sauce, Boiled Shoulder of Mutton and Turnips, Cold Game Pie and Plain Salad, Sweet-Caramel Pudding, Coffee, Ice Cream and Finger Cakes, Tipsey Cake, Cheese Straws, Dessert—Coffee—Fruit.

TELEGRAMS.

["DAILY PRESS" EXCLUSIVE SERVICE.]

A MILLIONAIRE'S GIFT.

LONDON, February 8th.

Mr. John D. Rockefeller has presented thirty million dollars to the Education Board.

THE NEW SCOURGE.

LONDON, February 8th.

There is now an outbreak of spotted fever in Liverpool.

MUTINY SUPPRESSED.

LONDON, February 8th.

The mutiny on the cruiser *Tennessee* has been suppressed.

THE NEW YORK TRAGEDY.

LONDON, February 8th.

In the course of her evidence Mrs. Shaw swore that White drugged and assaulted her.

THE MINERS' RIOT IN JAPAN.

TOKYO, February 8th.

Troops reached Ashio (the scene of the riot on the part of the miners) yesterday evening, and martial law was at once proclaimed. A Socialist connected with the *Heimin Shinbun* (newspaper) has been arrested as well as his confreres at Tokyo.

LATER.

Indescribable scenes of violence and incendiarism have been witnessed. Casualties are numerous. Many arrests have been effected.

["DAILY PRESS" EXCLUSIVE SERVICE.]

JAPAN AND HAWAII.

LONDON, February 8th.

The [some] American newspapers continue publishing reports pointing to an elaborate organization of Japanese and Hawaiians, who are prepared to act together in case of an emergency. The latest [lying] report says that the *Siberia* from Hongkong 15th January, landed 600 Japanese at Honolulu under two captains, many of whom were wearing uniforms.

MENINGITIS IN SCOTLAND.

LONDON, February 6th.

Nine additional cases and three deaths have occurred since yesterday, and sixty-eight patients are under treatment.

CRUISE OF THE "DREADNOUGHT."

LONDON, February 6th.

H.M.S. *Dreadnought* from Trinidad, covered the distance of 3,430 miles to Gibraltar, in ten days.

THE GERMAN ELECTIONS.

LONDON, February 6th.

The second ballots in Germany are completed. The Socialists have been routed, and lost 11 more seats yesterday.

The Reichstag has been summoned to meet on the 14th instant.

The Centrum party is stronger than ever. A Radical has been re-elected for the Emperor's Division.

The elections are now completed. The new Reichstag will consist of 59 Conservatives, against 52 in the old, Centrums, 105 against 101, Socialists 49 against 79, Imperialists, 21 against 22, National Liberals, 55 against 51, and Radicals 39 against 30.

JAPAN AND THE UNITED STATES.

LONDON, February 6th.

Reuters' agency in Tokyo wires that the warlike in the American press is ignored in Japan, and the idea of an ultimatum having been delivered is ridiculed.

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—On the 8th at 11.50 a.m.—Pressure is very little changed. It is highest over the continent to the North of the Yangtze, and gradients continue moderate to slight. Fresh monsoon may be expected in the Formosa Channel and the China Sea. Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

Hongkong & Neighbourhood	N.E. to E. winds, fresh.
Formosa Channel	N.E. winds, fresh.
South coast of China between Hongkong and Lannook	Same as No. 1.
South coast of China between Hongkong and Hainan	Same as No. 1.

THE ROYAL VISIT.

Yesterday was another busy day for the Duke of Connaught. Carrying out his duties as Inspector General of the Forces, he left Government House at nine o'clock for the Peak. He was accompanied by H.E. the Governor, Major General Broadwood, G.O.C., Major General Sir John Maxwell, staff officer, and other military officers. A special tram, nicely decorated, conveyed them to the Peak. The military quarters, hospitals and military works were gone over by His Royal Highness, who afterwards proceeded to Belcher's Fort. Subsequently a military lunch conveyed the party to Stonecutters where all the fortifications were inspected. Then the Duke was conducted over a portion of the Kowloon-Canton Railway as far as the mouth of the tunnel by His Excellency the Governor, after which the party embarked for Lyceum forts, tiffin being served on the way. His Royal Highness did not complete his tour of inspection till late in the afternoon.

It is interesting to note that His Royal Highness has a wonderful memory for faces. He recognised Sir Paul Chater from his previous visit and he told the Hon. Dr. Ho Kai that he had met him before.

As we indicated on Thursday there was no opportunity of presenting the silk embroideries and the silver bowls and carved ivory ball to Their Royal Highnesses, but on Thursday afternoon the Chinese members of the Reception Committee attended at Government House. Dr. Ho Kai acted as spokesman and asked the Duchess and the Princess Patricia to accept the presents as a token of loyalty and devotion to the Throne and the Royal Family, and the Duke replied on their behalf and thanked Dr. Ho Kai and the Chinese community for the presents which the Duchess and the Princess were pleased to accept.

Yesterday the Duchess and the Princess spent the day quietly, part of the time being spent in shopping.

In the evening Their Royal Highnesses dined at Headquarters House, where a guard of honour drawn from the Middlesex Regiment received the Royal visitors, the band of the Regiment also being in attendance.

The Hongkong, Canton and Macao Steamboat Co.'s s.s. *Yonon* was the specially chartered vessel to carry the Royal party to Canton, and she was fitted up in a manner suitable to receive such distinguished passengers. The vessel bore a truly Oriental appearance, being adorned with Chinese carvings, while Chinese lanterns, encasing electric lights, shed a mellow glow on the artistic decorations. H.R.H. the Duchess, Princess Patricia and Miss Polly's births were on the starboard side of the vessel, while H.R.H. the Duke, General Maxwell, Captain Posenby and Captain Coleman, H.E. the Governor's A.D.C., and cables on the port side. The little saloon of the vessel was likewise a picture of beauty, the scheme of decoration adopted by Captain Jon being most attractive.

In this smart little river steamer the Royal party embarked at eleven o'clock, and should have reached the Chinese city at dawn this morning. On arrival they will see the sights of the native quarters, and afterwards tiffin at Coon Yun Hill. Then, after another round of sight-seeing during the afternoon they will dine with General Mansfield on a flower boat which will be adorned for the occasion.

THE DEPARTURE FOR CANTON.

The grand pyrotechnic display that was to signalise the departure of the vessel with the royal visitors on board attracted a large gathering numbering several thousands to the vicinity of Blake Pier last night. The stands were utilised as points of view, while the balconies of the overlooking buildings held their quotas of sightseers, hundreds, however, preferring to witness the proceedings from the level. Shortly before ten o'clock a few rockets were sent off and an occasional cracker, just as it were by way of keeping up the interest. Ten o'clock passed, a quarter past ten was rung out from the Clock Tower, then half past ten. Still no appearance of the covered chairs and the royal red uniforms. The air was laden with mist, rain threatened, but the crowd remained good humoured. Everybody had come out with the intention of seeing the royal visitors accorde a hearty send off, and no one thought of going homeward until that had been accomplished. All the searchlights are now at work. The party must be leaving Headquarters House. Interest is quickened, and another quarter of an hour passes and the people are looking along the Praya. Happily the tedious is not so pronounced now. The harbour is invested with a new interest. The searchlights are playing on water and on shore. Now it is Government House that is thrown into view, now some big mansion, and now the magnificent buildings that adorn the Praya. Afloat there is the myriad of suspense drawn up in procession. In the brilliant light they seem smaller than ever. The large steamers are brought under notice in turn. The battleships however are not quite so prominent. The searchlights from each seem to leave the vessel more dimly outlined but yet more suggestive of their terrible strength. Fully a dozen search lights ashore and afloat are in operation and acting in concert they project some pretty designs on the sky. Undoubtedly a very pretty sight. In the peculiar and unnatural light the harbour resembles some industrial town seen from a distance in the gloom of a winter night, the funnels of the cruisers suggesting the chimneys which belch forth so much smoke into the atmosphere. Meanwhile rockets are hissing and shooting in the air, exploding, and throwing their beautiful stars into a momentary prominence against the dark background. Eleven o'clock is proclaimed.

claimed from the Clock Tower. They cannot be far off now! It is some time since the army of coolies passed up the crimson cloth covered central way and deposited the luggage in the steamer. Even they were cheered by some humorists. "Here they come," is shouted by some one more observant, and the stands are again alive with interest. Eyes are turned eastward, and sure enough there is a procession of covered chairs in sight. As they reach the Pier the crowd burst into a loud and prolonged cheer which His Royal Highness acknowledged. Half way down the Pier the chairs are halted and the companions walk slowly to the steamer which lies at the point. The gangway is covered with crimson cloth. After a few words at the gangway they go on board and disappear from view. Sir Paul Chater and Mr. T. Hough, who see the party to the steamer, retire. The gangway is let down and the steamer casts off. The Duke and party come on deck. Now there is a fusillade of crackers, now there is a blaze of light from every sapper. Rockets again burst through the air and call by their report and their beautiful effects for attention. The steamer swings round and slowly moves through the avenue of lighted sampans. The ships in the harbour are dressed with lanterns, along the Praya there is a similar display, and the Water Police Station is silhouetted by the same agency. The scene is weird, but beautiful, and the sightseers retire homeward satisfied to have seen the pretty Harbour under another pretty aspect.

LOCAL SPORT.

CRICKET.

HONGKONG CRICKET CLUB.

There will be a pick-up match to-day at 1.45 p.m. between Mr. Woodward and Mr. Posenby's teams.

CIVIL SERVICE & CRAIGSGOWER.

This league match will take place to-day, Saturday, at 2.15 p.m., between the Civil Service and Craigsower Clubs on the Civil Service ground. The following will represent Craigsower C.C.:—L. E. Lammert (Capt.), E. Bana, A. O. Brown, M. E. Agor, J. D. Kinnaird, L. A. Rose, E. Irving, R. Pestonji, G. Brana, R. B. Cooper and S. E. Gross. Reserve:—C. H. Lyson.

The following team has been selected to represent the Civil Service:—H. T. Jackson, Hon. Dr. J. M. Atkinson, F. Bide, E. B. Reed, H. R. Phillips, L. E. Brett, G. A. Woodcock, L. Bolton, A. R. F. Raven, A. J. Jordan and P. H. Adams. Reserve:—E. W. Dawson. Umpire:—W. H. E. Smith.

LEAGUE TABLE.

The following is the league table up to date:—

CLUB.	Played	Won.	Drawn.	Lost.	Points.
Craigsower	12	7	2	3	14
Hongkong Police	11	7	3	1	13
Civil Service	9	5	1	3	10
H.K.C.C. "A"	11	5	5	1	10
Kowloon	6	3	—	3	6
R.G.A.	7	2	3	2	4
Army Staff	11	2	7	2	4
R.E.	11	—	9	2	2

3 points = a win.
1 point = a draw.

FOOTBALL.

HONGKONG FOOTBALL CLUB.

The following have been selected to play for the H.K.F.C. in the Rugby Match against the United Services to-day (Saturday). Kick-off 4.30 p.m. The Club will play in colours. *Referee*:—J. Clark. *Backs*: B. Johnson; *Three-quarters*: Wishart, C. M. Freshaw, J. A. N. Other; *Half-backs*: T. E. Pearce and L. J. Blackburn; *Forwards*: H. G. C. Bailey, W. J. Daniel, H. M. Kendall, A. Gange, R. G. Munro, F. C. Hall, H. F. Chard and Macwhraith.

HONGKONG POLO CLUB.

The final of the tournament for the West Kents Cup will be played on Saturday the 16th instant at 4 p.m. between the 8th Middlesex team and the R.A. team.

YACHTING.

THE HONGKONG COASTHART YACHT CLUB.
Programme of races to-day (Saturday) and to-morrow (Sunday) is as follows:—

TO-DAY.
One design class race for Mr. Ramsay's prize. Starting gun 2.30 p.m.
Course: From Police Pier around Stonecutters Island (port or starboard) finishing at club house.

TO-MORROW.
Handicap class race for Sir Paul Chater's prize. Starting gun 10.30 a.m.
Course: Kowloon Rock (starboard) Meyer's East Bay (port) Leymun Beacon (port) 10 miles.

One design class race for vice-commander's cup. Starting gun 10.45 a.m.
Course same as Handicap class.
Motor Boat Section. Second club race. Starting gun 3 p.m.
Course from club house round Leymun Beacon (starboard) and back to club house.

POLICE COURT.

Friday, February 8th.

BEFORE MR. F. A. HAZELAND (FIRST POLICE MAGISTRATE).

DUMPING COAL.

A Chinese boatman, while in the act of transferring a quantity of coal, (believed to have been illegally obtained), from his craft to a launch near the Bayview Police Station, was observed by a Inkong on shore. At the same time he noticed the Inkong, dumped the coal into the harbour, and endeavoured to escape by flight, the launch also being put at full speed ahead. The constable, however, speedily procured a motorboat, and although he did not succeed in overhauling the launch he captured the boatman and placed him under arrest.

After hearing the story his Worship fined the defendant \$50, the alternative being two months' imprisonment.

ALLEGED COUNTRYMEN.

He Chung went into a draper's shop in D'Aguiar Street on Thursday to purchase some stockings. After inspecting various makes he at length decided to purchase two pairs for fifty cents, and tendered a five dollar bill in payment receiving \$4.50 change in silver. He then demanded so much discount on the bill, and because the salesman refused to allow this, returned his purchase and change and asked for the restoration of his \$5 bill. On receipt of this he left the shop, but was shortly afterwards overtaken by the shopkeeper and placed under arrest. It was alleged that of the money returned, twelve 20 cent pieces were counterfeit.

On appearing before the Magistrate on the charge of being in possession of and passing spurious money, he asked for an adjournment to enable him to call evidence, and the application was granted.

BEFORE MR. C. D. MELBOURNE (SECOND POLICE MAGISTRATE).

AN IMPORTANT POINT.

The captain of the s.s. *Telemachus* was proceeded against on summons by Inspector Langley of the water police for refusing to stop when hailed by a police pinnace, when leaving the port on January 10th.

The summons was taken out under section 2 of the Merchant Shipping Ordinance, No. 10 of 1900, and it appears that when the *Telemachus* was leaving port on the date previously mentioned Detective Sergeant Widen, who was in charge of the police launch, hailed the vessel with the object of boarding her to search for excess passengers.

Mr. P. W. Goldring (of Messrs. Goldring and Barlow) appeared for the defendant and raised a legal point in connection with the section, under which the summons was taken out. The Ordinance set forth that it was lawful for any police officer not below the rank of sergeant to stop and board any ship in case he thought a felony or misdemeanour was committed, or about to be committed; and Mr. Goldring contended that the carrying of excess passengers was not a felony or misdemeanour, therefore in this instance the police officer was acting *ultra vires*.

Inspector Langley called his Worship's attention to sub-section 1 of section 20 which stated that it was lawful for the police or harbour master to enter upon any ship other than a vessel of war. The word harbour master, he said, included any person authorized by the harbour master.

Mr. Goldring contended that the text would not allow the definition to extend beyond the assistant harbour master. It limited the power to those two.

Inspector Langley: We have no objection to this point being brought up again in the absence of the Captain, if your Worship would like to remand the case and consider the question.

His Worship: When does the ship return?

The Captain: In about a month.

His Worship: Then I will adjourn the case till then.

Inspector Langley: We should like to have the point decided as soon as possible, as if your Worship upholds it, it may mean the amending of the Ordinance, and if we have to wait another month similar cases may crop up in the meantime.

His Worship intimated that he would deliver his decision on the point to-day, and take the summons on the return of the ship.

THE PROMISSORY NOTE CASE.

After a hearing of about three weeks, the case concluded in which Chan Tse was charged with the larceny of a promissory note for \$5,000 from Wong Tai-koo, a schoolmistress from Canton.

Mr. John Hastings prosecuted, and Mr. G. K. Hall Brutton (of Messrs. Brutton and Bell) appeared for the defendant.

The evidence showed that defendant and her son, Li Fuk-sing, since absconded, borrowed the money from the schoolmistress and arranged that it should be repaid, shortly afterwards. When she went to get it on the date arranged, Li Fuk-sing asked her to show him the note so that he could calculate the interest.

The note was handed to his mother, who passed it over to him, telling him as he left the room to hurry up and get the money. Li was not a dutiful son, however, and although the complainant waited long, he never returned. In fact she has not seen him since, and the note is still missing. Eventually she complained to the police, and in consequence of the report she made Chan Tse was arrested while enjoying herself at the Ko Shing theatre.

His Worship found the defendant guilty and sentenced her to one month's imprisonment.

CORRESPONDENCE.

"DISCRETION AND THE LACK OF IT."

TO THE EDITOR OF THE "DAILY PRESS."

February 8th, 1907.

SIR,—Under the above heading in a correspondence published in one of your evening contemporaries, "Anti-Bumptions" has rightly brought to the notice of the public the want consideration, and in some cases actual insult, with which our Chinese citizens of the respectable class were treated at the. evenhanded ceremonies.

In the case he complained of the individual in uniform who singled out two Chinese ladies for public recognition might be one of the inferior uneducated sort and so, it may be said, a little railing by his superior, when informed of his conduct, would probably bring him round to his proper senses.

But has his superior better senses than he? One of the few of our most prominent Chinese citizens who was on the General Reception Committee was standing together with his colleagues at Blake Pier waiting for the Royal Party to land. He had been standing there for some time when a smart young officer of the superior rank strutted up to him and demanded to know if our Chinese friend had a ticket. Of course he had a ticket. Young authority ought to have the sense enough to know that without a ticket he could not have been standing where he was, and if he was not one of the Committee he would not have been with the leading group. The whole way from the Clock Tower and around the enclosure at Blake Pier was lined with police who could not have allowed the Chinese to pass into the enclosure without showing tickets. Was that officer not one of those who made the arrangements? "Anti-Bumptions" commended to the attention of "those dressed in a little authority" the desirability of studying "Discretion" besides law and the drill book. To his list should be added common sense.

I may here point out that many of the Chinese Entertaining Committee at the Ko Shing Theatre were very roughly treated. About 2 o'clock p.m. on the memorable day, when they arrived near the Western Market, Queen's Road Central, on their way to attend to the preparations, they were stopped and turned out of their rickshaws by both the European and Sikh constables, and even those who went on foot were driven to the verandahs which were then fully packed, and they had to take a circuitous way down to Des Vaux Road, and get to their place of entertainment through the back lanes. Even when told that they were on the Committee going to make the necessary preparations, the Police took no heed of it and said that it was their order. Were there no back lanes leading to the Ko Shing Theatre, I wonder who would be blamed for upsetting the arrangements by the absence of the members driven back!

Yours faithfully,
COMMON SENSE.

MISTRESS AND AMAH.

At the Supreme Court yesterday Mr. Justice Wice in the Summary Jurisdiction heard a claim by an amah named Wang Sam against Miss Claudia and Miss Fiver for \$16 and \$10, respectively. Complainant said she was engaged by the first defendant at \$16 a month, but in January last, feeling sick she left her service on the 28th, having obtained permission. She now sued for the month's wages.

Her case against the second defendant, who paid her \$10 a month, was identical. Both defendants denied having given the amah permission to leave, and both declined to pay her anything for the time that she had worked.

His Honour: Very well, I can't make you. Tell complainant that they say she left without leave. She has not proved her case. I am sorry they cannot between them give her something but I cannot do anything. Judgment for defendants in both cases, with costs.

GREY-HAIRED SUBALTERN.

The infantry reductions in the British Army are causing great hardships in promotion, from the rank of major down to that of corporal. In the reduced regiments each rank now has twice as many officers or N.C.O.s as are needed. Some of the latter are being sent away, and the officers are being offered transfers to other corps, with loss of all seniority in rank.

Captains of a dozen years' service have no prospect of reaching a majority, and the junior ranks will be grey-headed before they become senior captains.

The West India Regiment is being reduced by half, and the officers are to swell the general competition in the line regiments.

The infantry officers' prospects are now at their worst, and many are sending in their papers rather than waste any more years in the service.

In one regiment there are fifteen majors for eight vacancies, and forty-four captains for one-third that number of vacancies.

LATEST STEAMER MOVEMENTS.

The N.D.L. transport *Roon* left Colombo on Wednesday, the 6th inst., at 8 p.m., and may be expected here on or about Sunday, the 17th inst., at daylight.

The N.Y.K. s.s. *Tosa Maru* (American Line) left Shanghai for this port on the 7th inst., and is expected to arrive here on the 10th inst.

The s.s. *Loftham*, from Europe, left Singapore on the 8th inst., and may be expected here about the 16th inst.

The Boston Tow Boat Co.'s s.s. *Pleides* arrived at Victoria (B.C.) on the 1st inst.

People do not work well for bare necessities; they work well for ideals, for aspirations for comfort—yes, for luxury.

HAMBURG.

(FROM OUR CORRESPONDENT).

January 8th.

CHAMBER OF COMMERCE REPORT.

The annual report of the Hamburg Chamber of Commerce in its introductory remarks emphasises the fact that the activity of trade during the preceding two years has made further progress in the past twelve months, and that, similar economic conditions prevailing in almost all other countries, a considerable increase in the exchange of commodities has to be recorded, greatly to the advantage of those engaged in trade and shipping. New markets have also been opened and all branches of German industries have been working at high pressure, which in many instances has necessitated the extension of works. The home trade has likewise been very satisfactory, as owing to the general prosperity and higher rates of wages the purchasing power of the community at large has increased; it has been further strengthened by a plentiful harvest and high cattle prices. Under the circumstances the new commercial treaties, which it was feared might not detrimentally on some branches of trade, have so far failed to justify these apprehensions, but it will only be possible to form a correct opinion of their effects, when the wave of prosperity having reached its climax begins once more to recede.

PROSPEROUS UNDER DIFFICULTIES. This highly favourable state of affairs is all the more remarkable as most serious difficulties have had to be contended with by manufacturers: the high prices of most raw materials and the growing exactions of the working classes have raised the cost of production in nearly all industries whilst it has been still further enhanced by legislative enactments shortening the hours of labour. The working classes themselves more or less show a growing disposition to raise the value of their labour artificially by frequent suspensions of work and by not doing more than a certain amount when employed. Should this assume greater proportions, it would heavily handicap manufacturers in their competition with foreign countries; in England, where this system prevails extensively, the effects have been most injurious. Then again the compulsory contributions to the State insurance funds and the large amounts spent voluntarily by firms for the benefit of their hands is proving a severe tax, and it is to be feared that, when in less prosperous times these have to be reduced, it will add to the general discontent. One of the greatest difficulties, however, has been the scarcity of labour arising partly from the increased demand, owing to the abundant harvest, for field hands. This has been most severely felt in the mining districts, where the output of some collieries for instance has barely amounted to one third of the ordinary production; an inadequate supply of coal and iron and the consequent advance in the prices of these important raw materials have been a source of much trouble to manufacturers.

The tightness of the money markets which has been particularly marked during the last six months, has been another noticeable feature of the year under review. It may be looked upon in a great measure as resulting from the legitimate requirements of the trade all over the world but it has been intensified in Germany by the withdrawal of large amounts of foreign capital which had been invested in this country but was now wanted at home. In view of such occurrences it appears highly desirable that the system of payments by means of bank transfers, for which the Reichsbank with its numerous branch offices all over the country offers every facility, should be made use of more generally.

CATASTROPHIC STIMULI.

The San Francisco and Valparaiso catastrophes are touched upon and much sympathy is expressed with the sufferers; the losses sustained by the fire insurance companies have been most serious, in many cases disastrous, but on the other hand the trade in building materials has received a much wanted impetus from the sudden demand that sprang up for those parts. I am afraid I should exceed the space allotted to me in your columns if I were to follow the report in its extensive remarks on the many articles dealt in in this market, on exports and imports, the statistics of trade with the different countries, local business and institutions, postal and railway arrangements, changes and proposed changes in commercial and shipping legislation, international law, &c., &c.; and will therefore confine myself to a short summary of the passages relating to business with the Far East.

TRADE WITH CHINA.

As to China the steady advance in the price of silver has, it is stated, materially affected the import trade from that country, which has been rendered still more difficult by the keen competition of Japanese merchants who are making every effort to monopolize the China markets. The export trade to southern China, which in the last report of the Chamber was pronounced unsatisfactory, has, if anything, become worse during the last twelve months in consequence of an accumulation of stocks in the warehouses, troubles in the southern provinces, and the effects of last year's financial crisis in native banking circles. Signs of an improvement however were not wanting, when the typhoon, which visited Hongkong in September last, by the destruction it wrought amongst the shipping of the port, and to properly ashore, put an end to all changes of a revival of business for some time to come. The trade with Shanghai and the northern districts is reported upon more favourably; still, the results are in many respects not equal to those obtained last year and complaints are very general of the slowness with which native merchants take delivery of goods bought

previously, the famine in the interior having greatly diminished the purchasing power of the population. It is said that goods to the amount of twenty million taels are still waiting to be taken up, a large proportion of which are from the United States, the boycott of American goods being strictly enforced. China, however, in the opinion of the Chamber deserves the closest attention on the part of our merchants as the development of the railway system of the country, although proceeding slowly, is making progress and is opening out the country more and more. The regular postal service via Siberia, which has been interrupted since the outbreak of the war, will, it is hoped, be shortly resumed.

AND WITH JAPAN.

Business in Japan has been entirely under the influence of the after-effects of the war. The financial system of the government has proved so successful that the rate of discount has gradually declined, but it is not yet deemed possible to omit the second half of the 4 per cent loan of the end of 1905 and in the present state of the money markets of Europe an early issue does not appear likely. Nothing has transpired with regard to private loans to the government, which in order to increase the revenue of the state has been obliged to raise the import duties on several articles. The Tobacco monopoly has fully realized the expectations entertained, the yield in 1906 being estimated at 32 million Yen. Industrial enterprises are receiving every encouragement from the government and although Japan failed to obtain a war indemnity from Russia it seems as if the country were not to be spared the period of overtrading and inflation of values, which so frequently follows upon a successful campaign. A large amount of steam tonnage having become available on the conclusion of peace, the Japanese have turned their attention to the establishment of regular steamer lines to various ports of Europe and America, notably to South America. The question of emigration is also receiving their serious attention. South America and Mexico being most in favour at present.

KOREA.

The accounts from Korea have not been satisfactory during the year under review, the failure of the rice crop having considerably impaired the purchasing power of the people who, moreover, are only slowly becoming accustomed to the new order of things. They view the Japanese administration with suspicion and continue to prefer their old nickel coins to the new money, banknotes being more particularly unpopular.

SIAM.

Trade with the Kingdom of Siam is gaining in importance; a large proportion is in the hands of German firms and more than one half of the vessels entering the port of Bangkok fly the German flag. The country enjoys the blessings of a settled government and is making rapid progress in every direction. The railway system is being extended, a fair share of the orders for the materials required having been secured by German firms. The newly founded Siam Commercial Bank has been placed under German management. Business generally has been flourishing, as abundant rice crop has not only provided the population with cheap food, but has also permitted the exportation of 900,000 tons, which has served to give a stimulus to the demand for foreign goods. Unfortunatly the prospects for the next year, owing to want of rain, are less favourable, so that a falling off in trade with Siam must be looked for.

MALAYA.

The reform in the monetary system of the Straits Settlements having been completed, the value of the dollar is now definitely fixed at 5/4d but in order to obviate the danger of the coin being withdrawn from circulation to any extent, should the price of silver continue to advance it has been decided to reduce its weight by 25 per cent. The English sovereign has been declared legal tender at the same time, whilst an increase in the issue of banknotes and a corresponding strengthening of the gold reserves are in contemplation. The government has every reason, in the interests of the colony, to try to prevent a material rise in the value of the dollar, as heavy payments will shortly have to be made; 28 million dollars are required to pay for the Tanjong Pagar Dock Estate recently purchased, besides large amounts for the extension and improvement of the harbour. This will necessitate the raising of a gold loan, which will impose a heavy burden on the colony, that so far has been free of indebtedness. The measure has caused some misgivings in European circles, who in the beginning of the year suffered more or less severely from the insolvency of a number of native dealers, brought about by the depreciation of stocks in consequence of the unexpected and rapid rise in the price of silver. Since then, however, thanks to the advance in the value of the chief articles for export, viz. Tin, Copra, Indurubber and Peppercorns, the situation has considerably improved. The opening of a branch office of the German Asiatic Bank in Singapore is to be warmly welcomed from a patriotic point of view. German merchants in the Settlement and in Dutch India will now no longer be dependent on foreign banking firms.

DUTCH EAST INDIA.

Trade with Dutch East India is on the increase, and although most of the produce of the colony continues to be shipped to Dutch ports, the Hamburg and Bremen lines of steamers are getting a fair share and are likely to get more as time goes on as quite one half of one of the most important articles of export, Copra, is purchased by the oil presses in northern Germany.

GERMANY AND ROME.

Although my letter has run on an inordinate length, I must add a few lines to say that, on the day my last one was mailed, a denial of the 500,000 francs incident appeared in the *Norddeutsche Allgemeine Zeitung*, an acknowledged organ of the government. A valuable ruling was sent to Pope Leo XIII on the occasion of his jubilee in 1903, but the rest of the story is pure invention. The paper reproduces the denial explaining their own silence by their having declined to take notice of a statement which bore the impress of falsehood on its face.

PHOTO ALBUMS!

PHOTO ALBUMS!!

PHOTO ALBUMS!!!

LONG HING & CO.

No. 17, QUEEN'S ROAD.

HOCKS AND MOSELLES.

(Sole Agents for LANGENBACH & SOHNE, WORKS-on-RHINE.)

	1 doz. bottles	2 doz. 4 bottles
SPARKLING MOSELLE	\$28.00	\$56.00
Do. HOCK	28.00	56.00
LAUBENHEIMER	31.00	62.00
GRASCHER	14.00	28.00
NIESTER	15.00	30.00
HOCKHEIMER	20.00	40.00
LIEBHAUMLICH	24.00	48.00
CALIFORNIA RIESLING	6.50	13.00
Do. HOCK	6.50	13.00

10% DISCOUNT ALLOWED UNTIL FURTHER NOTICE.

H. PRICE & CO.

WINE AND SPIRIT MERCHANTS,
12, QUEEN'S ROAD CENTRAL.

CHINA'S BACKSLIDING.

REACTIONARIES RAMPANT.

Even the *N.C. Daily News* now writes "waste, feckless, unprogressive" on the heels of Peking. Following are two extracts from a leading article on Feb. 2nd:—

The past year has been a prosperous one for the Government, and the revenue is stated to have been in excess of any previous period of twelve months. China could hardly have wished for more favourable circumstances in which to inaugurate an era of real and lasting reform.

Suddenly the whole situation, as far as any outside observer is able to judge, has been completely changed. In the place of progress and reform the country seems to have been plunged back into the depths of reaction. With a few strokes of the pen the Central Government has virtually obliterated all traces of a conscientious effort to achieve reform. Where Edicts, indicating some measure of progress have not been actually rescinded (they remain a dead letter, while in their dealings with the outside world the authorities have revived the worst features of the old régime. In the country at large the same policy is reproduced. The suppression of an armed outbreak, which was easily accomplished, has let loose the dogs of reaction and oppression. Under the pretence of stamping out the mauling numbers of reactionaries the authorities seem bent upon prosecuting a general crusade against all that make for progress and reform. Their action is causing the liveliest anxiety among the more enlightened of their own countrymen; it may presently evoke the disgust and condemnation of China's foreign well-wishers.

In the face of this complete relapse into the worst features of the old régime it before the outside world and especially foreign governments to reconsider their attitude towards China. The Central Government should be brought to realise that the path to reaction is not likely to be made as smooth for it by other nations, as it was their intention to make the path to progress. Anarchy, incompetence and unbridled hostility for hostility's sake gave rise to the cruder forms of diplomacy which are symbolized by ships and troops. These were easily changed, because they are only evoked by stern necessity; but the desire to see them abolished for ever does not imply that they can never be recalled. No civilized Power deliberately accords its sympathy to those in revolt against the constituted authority of another nation; but when that constituted authority is, as far as any consistent form of government is concerned, little better than anarchy itself, the outside world may well be in doubt with regard to whom side is the more entitled to its sympathy. For ourselves we hope still to see the tide of reaction stemmed in time, but it would be idle to ignore the possibility of its gaining yet more strength. Those who wish China well should be the first to indicate their strong disapproval and apprehension of the present trend of affairs. Foreigners may have to insist upon the strict interpretation of treaty rights, which it was hoped could be gradually relaxed with the inauguration of an era of reform and enlightenment. Above all we shall naturally become less ready to acquiesce in the repression of the light and learning that comes to China from a genuine education obtained abroad; for from such sources alone can China hope to acquire the necessary knowledge and strength to tread the path of progress.

THE LATE BISHOP BURDON.

The death of Bishop Burdon at the age of 80, removes one of the veterans of British missionary work in China. The Right Rev. John Shaw Burdon was born in 1826, being the son of Mr. James Burdon, of Glasgow. Having offered himself to the Church Missionary Society for work abroad, he was trained at their institution, now the Chou-chi Missionary College, at Idlingdon and in 1852 was ordained deacon by Dr. C.J. Blomfield, Bishop of London, and priest in 1854 by Dr. Smith, first Bishop of Victoria Hongkong. From that time for nearly half a century he continued to labour in the Church Missionary Society's missions in China. He was stationed at Shanghai till 1880, moving to Ningpo in 1881, to Shaozhing in 1882, and to Peking in the same year, making that capital his headquarters for the next 11 years. In 1874, on the retirement of Bishop Alfred, Mr. Burdon, who then resided from Archbishop Tait the Lambeth D. degree, was consecrated third Bishop of Victoria, Hongkong, and retired from that office, after 21 years' work, in 1895, when he was succeeded by the lamented Bishop Hoare. Bishop Burdon was an accomplished Chinese scholar, who laid missionary work under considerable obligations to his scholarly and scholarly work. He was a member of the board which furnished the Bible Society with a Mandarin version of the New Testament in 1871, and in collaboration with Bishop Scherenschewsky, he translated into Mandarin Chinese the Book of Common Prayer. His wife, who predeceased him, was a daughter of the Rev. E. T. Alder. The funeral will take place to-morrow, at 3 p.m., at Royston, Herts.—Times.

MILLIONS OF WOMEN



Cuticura SOAP

Assisted by Cuticura Ointment, the great Skin Cure, for preserving, purifying, and beautifying the skin, for cleansing the scalp of crusts, scales, and dandruff, and the stopping of falling hair, for softening, whitening, and soothing red, rough, and sore hands, for baby rashes, itches, and chafings, in the form of baths for annoying irritations and inflammations, or undue perspiration, in the form of washes for ulcerative weaknesses, and for many sanative, antiseptic purposes which readily suggest themselves, as well as for all the purposes of the toilet, bath, and nursery.

Sold throughout the world. London Depot: R. New, 4, Abchurch Lane, E.C. 4. Cuticura Soap, 25c. Cuticura Ointment, 10c. Cuticura Cream, 10c. Cuticura Lotion, 10c. Cuticura Powder, 10c. Cuticura Starch, 10c. Cuticura Soap, 25c. Cuticura Ointment, 10c. Cuticura Cream, 10c. Cuticura Lotion, 10c. Cuticura Powder, 10c. Cuticura Starch, 10c.

AN-ANGLO-CHINESE FUNERAL.

CANDLES, WHISKY, AND RICE PUT INTO THE GRAVE.

A Chinese seaman, Ah Poo, who died at Cardiff Workhouse, was buried last month, and in spite of the dreaching rain, the scene at the cemetery was more like an Oriental festival than the solemn interment to which Europeans are accustomed.

A number of Ah Poo's fellow-countrymen presented themselves at the workhouse, arriving in busses and smoking opium and drinking beer. Some expressed a wish to look at their dead comrade, and nothing would suffice but that the lid of the coffin should be raised. It was not until the coffin was deposited near the grave that one of the Chinese inquired about the minister. No arrangements had been made for the attendance of one, and after some delay the Rev. Garadon Griffiths was sent for.

The ordinary burial service was then read, a few of the Chinese standing round with unusually expressive faces.

At a given signal a couple of the Chinese brought to the graveside a large hamper, amidst the clatter of many tongues, basins of rice, a bottle of whisky, a plate of sweets, a chicken, a piece of bacon, and bundles of crinkled paper printed with Chinese characters, and candles were produced.

The whisky was poured on the coffin, and basins of rice thrown into the grave. In the meantime others set the papers and candles alight, and thereupon an old Chinaman clasped his hands, moving them up and down the while he muttered some solemn incantation. Subsequently all the tables were thrown into the grave in order to provide Ah Poo with sustenance on his journey to the next world, the fire being to light him on his way.

It is reported that an Essex schoolboy, asked the other day which animal provided leather for his boots and shoes, answered, "Father." But the older story of the girl who was asked by the Bishop, who laid his hand on her shoulder in affectionate caress, "Who made this vile body?" is better. "Flame, my lad," she said, "sister made me body, and mother made me skirt."

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, etc., should be addressed to the Manager, Daily Press only, and special business matters to the Editor.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for cash.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Telegraphic Address: Press, Code: A.B.C., 6th Ed. Lieber's.

NEW ADVERTISEMENTS

CHINESE NEW YEAR HOLIDAYS.

IN accordance with Government Notification No. 79 the EXCHANGE BANKS will be CLOSED for the Transaction of Public Business on WEDNESDAY & THURSDAY, the 13th and 14th instant.

Hongkong, 8th February, 1917. 365

CHINA COMMERCIAL STEAMSHIP COMPANY, LIMITED.

MR. ENG HOK PONG having RESIGNED as GENERAL MANAGER of the above Company, the Undersigned has been elected by the Board of Directors to fill the said Position.

WONG KWONG CHUNG.

Hongkong, 5th February, 1917. 366

CLERK WANTED.

WANTED Immediately for Two or Three Months EUROPEAN CLERK. Must have thorough knowledge of BOOK-KEEPING and First Rate Reference as to Character. Apply by letter—

ALPHA, Care of "Daily Press" Office.

Hongkong, 9th February, 1917. 367

POSITION WANTED.

A CHINAMAN with Good Knowledge of Marine Insurance and capable of Pushing Business WANTS a POSITION as NATIVE AGENT for an Insurance Co.

Apply to—

No. 27, Des Voeux Road Central, 2nd Floor.

Hongkong, 9th February, 1917. 368

POSTPONEMENT.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW AND FOCHOW.

THE Company's Steamship

"HAICHING,"

Captain A. E. Hodgkin, will be despatched for the above Ports TO-MORROW, the 10th inst., at 10 A.M. instead of as previously advertised.

For Freight or Passage, apply to

DOUGLAS, LAURIE & Co.,

General Managers.

Hongkong, 9th February, 1917. 370

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENLEUCH,"

FROM ANTWERP AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd. whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods undelivered after the 14th Feb. will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 2nd Feb., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 12th Feb., at NOON.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

GIBB, LIVINGSTON & Co.

Hongkong, 8th February, 1917. 264

NORDDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"PRINZ SIGISMUND,"

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., at Kowloon, and/or West Point, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before Friday, the 10th Feb., at 5 P.M.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 14th Feb. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 14th Feb., at 3.30 A.M.

All Claims must be presented on or before the 19th Feb., or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the undersigned.

NORDDEUTSCHER LLOYD, MELCHERS & Co., Agents.

Hongkong, 8th February, 1917. 5

HAMBURG-AMERIKA LINIE.

THE H.A.L. Steamship

"SCANDIA,"

Captain Döhren, having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their Goods from alongside.

NEW ADVERTISEMENTS

"THE ISLAND."

SPECIAL SOUVENIR NUMBER

THE ROYAL VISIT.

Profusely Illustrated.

PRICE 20 CENTS.

Hongkong, 9th February, 1917. 369

THEATRE ROYAL.

FOR A SHORT SEASON ONLY

COMMENCING THURSDAY FEB. 21st.

THE BANDMANN COMEDY COMPANY.

22 LONDON ARTISTES 22

Under the personal Direction of

MAURICE E. BANDMANN

will present the following latest

London Successes.

Thursday, 21st Feb. RAFFLES (The Amateur Crackdown).

Friday, 22nd Feb. THE MAN FROM BLANKLEY.

Saturday, 23rd Feb. NIBBS (all smiles).

Sunday, 24th Feb. HIS HOUSE IN ORDER.

Tuesday, 25th Feb. CHARLEY'S AUNT.

Wednesday, 26th Feb. LEAN KLESCHEA.

Thursday, 27th Feb. THREE MUSKETEERS.

Friday, 28th Feb. THE PROFESSOR'S LOVE STORY.

Saturday, 29th Feb. THE SILVER KING.

Sunday, 30th Feb. THE SIGN OF THE CROSS.

Tuesday, 5th Mar. THE ADMIRABLE CRICHTON.

Wednesday, 6th Mar. ALL OF A SUDDEN FRIDAY.

Thursday, 7th Mar. THE IDLER.

Friday, 8th Mar. EAST LYNNE.

PRICES OF ADMISSION: \$3, \$2 and \$1.

Plan now open at MONTRE & Co.

Doors open 8.30 P.M. Commence at 9 P.M. Sharp

Hongkong, 9th February, 1917. 372

THE HONGKONG WEEKLY PRESS and CHINA OVERLAND TRADE REPORT

is now ready and contains—

Epitome of the Week's News.

Leading Articles.

Political Phases.

Japanese Finance.

"Re-Enter the Duke."

The Pregnability of Hongkong.

Mr. H. N. Moly, Philanthropist.

Chinese Bank Orders.

Hongkong Sanitary Board.

A Munificent Gift.

The Royal Visit.

Hygiene Examination.

Supreme Court.

Disastrous Fire.

The Insurance Conspiracy.

Queen's College Prize Distribution.

Ellis Kodocrie Canton College.

Another Duck Achievement.

Wesleyan Church E seat.

Companies:—

Kowloon Land and Building Co., Ltd.

Hongkong, Canton & Macao Steamboat Co., Ltd.

Shanghai Land Investment Co., Ltd.

Hongkong and Shanghai Banking Corporation.

Canton.

Kalangan (Amoy) Municipal Council.

Shipping.

PUBLIC COMPANIES

HUMPHREYS ESTATE AND FINANCE COMPANY, LIMITED.

THE ORDINARY ANNUAL GENERAL MEETING of Shareholders of the above Company will be held at the Registered Office of the Company, Alexandra Buildings, Des Voeux Road, Central, THIS DAY (SATURDAY), 9th February, 1917, at Noon, for the purpose of receiving the Report of the Directors with a Statement of Accounts for the year ending 31st December, 1916.

The TRANSFER BOOKS of the Company will be CLOSED from 3rd to 12th February, 1917, both days inclusive.

JOHN D. HUMPHREYS & SON, General Managers.

Hongkong, 9th February, 1917. 290

THE HONGKONG, CANTON & MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE EIGHTY-FIRST ORDINARY HALF-YEARLY MEETING of Shareholders of the Company will be held at the Office of the Company, HORN MANSION, on TUESDAY, the 12th February, at 12 o'clock, Noon, for the purpose of receiving a Report of the Directors together with a Statement of Accounts, declaring a Dividend, confirming the appointment of a Director and electing Transfers.

The TRANSFER BOOKS of the Company will be CLOSED from the 30th January to 12th February, both days inclusive.

By Order of the Board of Directors, W. E. CLARKE, Secretary.

Hongkong, 21st January, 1917. 292

HONGKONG & SHANGHAI BANKING CORPORATION.

NOTICE IS HEREBY GIVEN that the ORDINARY HALF-YEARLY MEETING of the Shareholders in this Corporation will be held at the CITY HALL, Hongkong, on SATURDAY, the 10th day of February, 1917, at Noon, for the purpose of receiving the Report of the Court of Directors together with a Statement of Accounts to 31st December, 1916.

By Order of the Court of Directors, J. B. M. SMITH, Chief Manager.

Hongkong, 29th January, 1917. 307

HONGKONG & SHANGHAI BANKING CORPORATION.

NOTICE IS HEREBY GIVEN that the REGISTER OF SHARES of the Corporation will be CLOSED from MONDAY, the 4th, to the 13th day of February, 1917, (both days inclusive), during which period no Transfer of Shares can be registered.

By Order of the Court of Directors, J. B. M. SMITH, Chief Manager.

Hongkong, 29th January, 1917. 308

HONGKONG ICE COMPANY, LIMITED.

THE TWENTY-SIXTH ORDINARY ANNUAL MEETING of Shareholders will be held at the Office of the General Managers at 11.30 A.M. on MONDAY, 18th February, 1917, to receive a Statement of the Company's Accounts to 31st December, 1916, and the Report of the General Managers.

The TRANSFER BOOKS of the Company will be CLOSED from the 3rd to the 18th February, 1917, both days inclusive.

JARDINE, MATHESON & Co., General Managers.

Hongkong, 2nd February, 1917. 332

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE ORDINARY YEARLY MEETING of Shareholders will be held in the Office of the Company, Queen's Buildings, New Prince, on MONDAY, the 25th February, 1917, at 12 o'clock Noon, for the purpose of receiving the Report of the Directors and the Statement of Accounts to the 31st December, 1916.

The TRANSFER BOOKS of the Company will be CLOSED from the 11th to the 25th February, 1917, both days inclusive.

By Order of the Board of Directors, THOS. I. ROSE, Secretary.

Hongkong, 1st February, 1917. 322

THE CHINA FIRE INSURANCE CO., LIMITED.

THE THIRTY-EIGHTH ORDINARY MEETING of Shareholders of the Company will be held at the Company's Office, No. 3, Queen's Road Central, Victoria, on THURSDAY, the 7th March, 1917, at 12 o'clock Noon, for the purpose of receiving a Statement of Accounts and the Report of the Directors for the year ending 31st December, 1916.

The TRANSFER BOOKS of the Company will be CLOSED from the 21st instant to the 7th March, both days inclusive.

By Order, GEO. L. TOMLIN, Secretary.

Hongkong, 8th February, 1917. 363

AUCTION

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by Public Auction

FOR ACCOUNT OF THE CONCERNED, TO-DAY (SATURDAY), the 9th February, 1917, at 11 A.M., at their SALES ROOMS, No. 8, Des Voeux Road (Corner of Lee House Street),

A QUANTITY OF MISCELLANEOUS ARTICLES, comprising—

SIXTANTS, PICTURES, MAGNETO, SHEETS, HATS, CLOCKS, UMBRELLAS, BILLIARD BALLS;

Also

VALUABLE GOLD CHRONOMETER WATCH by KATE, Liverpool;

A Quantity of English GOLD WATCHES, DIAMOND RINGS, CHAINS, &c., &c., &c.

Terms:—As usual.

HUGHES & HOUGH, Auctioneers.

Hongkong, 8th February, 1917. 363

ENTERTAINMENTS

THEATRE ROYAL.

CITY HALL.

THE HONGKONG AMATEUR DRAMATIC CLUB

WILL PRESENT

A FARICAL COMEDY

ENTITLED

"FACING THE MUSIC"

BY CHARLES HENRY DARNLEY,

ON FRIDAY, 15th FEBRUARY, 1917.

SATURDAY, 16th

MONDAY, 18th

AT 9 P.M.

PRICES ... \$3, \$2 & \$1.

SAILORS and SOLDIERS in uniform Half Price to 10th Stalls and 11th.

Booking Office at the ROBINSON PIANO Co., Open on and after MONDAY, 11th February, 1917, at 10 A.M.

Hongkong, 4th February, 1917. 340

SANITARY BOARD OFFICE, Hongkong.

To the OWNERS OF DOMESTIC BUILDINGS.

TAKE NOTICE that under No. 5 of the DOMESTIC CLEANLINESS and VENTILATION BY-LAWS (as amended), every domestic building or part of such building within the Eastern Division of the City of Victoria, and the Eastern Division of Kowloon, occupied by members of more than one family must be CLEANSED and LIME-WASHED THROUGHOUT by the owner during the months of January and February.

The word "throughout" used in this notice means that the houses should be lime-washed in respect of all the walls of each room and staircase, all outside partitions, stair casings and stair linings, all ceilings and the undersides of roofs both in main buildings, offices and servants' quarters and inclusive of verandahs.

The backyard should have its containing walls lime-washed up to the level of the first floor.

Carved, painted or polished woodwork in good condition, however, need not be lime-washed, but must be Cleaned.

The Eastern Division of the City is bounded on the West by Gilman Street and Peel Street, Kowloon is divided into the Eastern and Western divisions by Robinson Road, and a straight line drawn from the North and thereof through the Yau-tai service Reservoir to the Northern boundary of Kowloon.

G. A. WOODCOCK, Secretary.

Dated this 1st day of February, 1917. 361

COME AND INSPECT

Our Special Varieties of

ARTISTIC VIEW POSTCARDS

ALL KINDS OF FOREIGN POSTAGE STAMPS, ALBUMS AND OTHER

PHILATELIC GOODS

AT PRICES TO SUIT ANY BUYERS.

GRACA & CO., Hongkong Hotel Corridor.

Hongkong, 1st January, 1917. 128

KWONG TAI LOY.

RATTAN FURNITURE, BAMBOO BLINDS, TIENTSIN CARPETS,

JAPANESE AND SHANGHAI SUN BLINDS, MATTING of all Colours and

JAPANESE GOODS of all Descriptions.

No. 16, QUEEN'S ROAD CENTRAL, HONGKONG. 2188

DR. M. H. CHAUN.

THE latest Method of the AMERICAN SYSTEM OF DENTISTRY.

37, Des Voeux Road CENTRAL.

From the University of Pennsylvania, U.S.A.

Hongkong, 4th September 1905. 1674

SIEN TING.

SURGEON DENTIST.

No. 10, D'AGUILAR STREET

TERMS VERY MODERATE.

Consultation Free.

Hongkong, 12th September, 1905. 1759

INSURANCES

NORTH BRITISH AND MERCHANTS' TILE INSURANCE COMPANY.

TOTAL FUNDS at 31st December, 1905

217,837,119.

I. AUTHORIZED CAPITAL... \$3,000,000

SUBSCRIBED CAPITAL... 2,750,000

PAID-UP CAPITAL... 2,375,000 0 0

II. FREE FUNDS... \$3,882,720 19 8

The Undersigned, AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SHEWAN, TOMES & CO., Agents.

Hongkong, 11th July, 1906. 1849

THE NETHERLANDS LLOYD OF AMSTERDAM & BATAVIA.

(FIRE AND MARINE INSURANCE COMPANY.)

BANKS

MARK HAMBOURG TALKS



About the Music Nerve—

A great musician seems to be one big nerve—The Music Nerve—which thrills and vibrates to every mood and emotion, and thus the very ardour of genius exhausts the nerve force far more rapidly than is usual with less gifted people. Interviewed recently about this important fact, Mr. Mark Hambourg, the wonderful master of the piano, admits that the nervous strain of continuous recitals taxes his energy so heavily that he finds it necessary to replenish his nervous system with a course of Phosferine. So highly does Mr. Hambourg esteem the recuperative powers of the famous nerve tonic, that he willingly allows us to reproduce his opinion of the invigorating qualities of Phosferine.

And how to safeguard it.

MARK HAMBOURG writes:—"I consider I have derived considerable benefit from the use of Phosferine and find it to be an excellent pick-me-up after my recitals."—November 3, 1906.

The Royal Example.

Phosferine is used by the Royal Families of Europe which, in plain language, means that every user of Phosferine knows and feels that this famous Tonic is commended by the greatest living Physicians.

PHOSFERINE

The Greatest of all Tonics.

"EVERY DROP IS WORTH A DIAMOND"

A PROVEN REMEDY FOR

Neuralgia	Brain-Fag	Sciatica
Rheumatism	Sleeplessness	Nervous Prostration
Indigestion	Exhaustion	Palpitation
Backache	Influenza	Loss of Appetite
Lassitude	Headaches	Melancholia
Mental Exhaustion	Hysteria	Nervous Aliments
Premature Decay	Faintness	Nervous Dyspepsia
Nervous Debility	Anæmia	Impoverished Blood
Stomach Disorders	Depression of Spirits	Impure Blood

and all disorders consequent upon a reduced state of the nervous system.

No other Medicine has received such absolute proof of its extraordinary properties in restoring shattered constitutions, and in giving back to the prematurely aged New Life and Energy.

It is the most powerful Nerve and Recuperative Tonic known. It removes Mental Depression, want of Tone and Nerve Power. It has remarkable Health giving, Strengthening, Energising, and Regenerating properties.

The Remedy of Kings

Phosferine has been supplied by Royal Commands

To the Royal Family	H. M. the Emperor of China
H. M. the Emperor of Russia	H. M. the Crown Prince of Roumania
H. M. the King of Greece	H. M. the Grand Duke of Mecklenburg
H. M. the Queen of Roumania	H. M. the Grand Duke of Saxe
H. M. the Dowager Empress of Russia	H. M. the Grand Duchess Xenia of Russia

And the Principal Royalty and Aristocracy throughout the world.

Prepared by—Ashton & Parsons, Ltd., La Belle Sauvage, London, England.

Solely by all Chemists, Grocers, &c.

The 25 size contains nearly four times the 1/4 size.



When you buy ordinary oats you are paying for husk and indigestible woody fibre.

Plasmon Oats

contain neither; and thus go twice as far.

Delicious porridge in 4 minutes.

Also PLASMON COCOA.

THE FOOD COCOA.

Sample for stamp.

PLASMON Ltd., Farringdon Street, London.

Lea and Perrins' Sauce.



By Royal Warrant to His Majesty the King.

THE ORIGINAL AND GENUINE WORCESTERSHIRE.

JOINT STOCK SHARES.

Messrs. Vernon & Smyth say in their weekly share report dated Hongkong 26th February, 1907.—Our market has continued more or less dull throughout the past week, and there is again but little business of importance to report. Exchange London is quoted at 2/2 11-16 1/2, and on Shanghai at 1/2 7/8.

BANKS.—Hongkong and Shanghai have ruled dull with sellers, and the sale of a small parcel is reported at \$225. London is unchanged at 2108. Nationals are still enquired for at 251 with no shares available at the moment.

MARINE INSURANCES.—Unions have still further improved their position, and can now be placed at \$810. China Traders, North China, and Yangtze are unchanged and without business. Cantons have again been booked at \$295, at which rate more shares are available.

THE INSURANCE.—Chinas have improved to \$100 with sales and probable further buyers. Subject to audit this Company will be formed, pay a dividend of \$2 per share and \$2 per share bonus, place \$30,000 to reserve, and \$5,000 to investment fluctuation reserve. Hongkong have weakened slightly, and are now obtainable at \$370.

SHIPPING.—Hongkong, Canton and Macao, after sales at \$30, have advanced to \$31 with buyers. India have sold at \$57 and \$58, and close without feature at the former rate. Shanghai quotes 1/2 61 sellers, C'inas and Manilla and Donghai continue on offer at last quotations, and somewhat lower rates would probably be accepted. Star Ferries (old) have been booked at \$24, \$23, and \$30 and continue in request at the latter rate. The new shares are quiet at \$30. Shell Transport have been placed at 31s. 6d. and 32s. and are now in demand at 32s. 6d.

REFINERIES.—Chinas have weakened to \$129 sellers, and Luzons could probably be obtained at \$30. We have heard of no business in this section during the interval.

MIXING.—Nothing doing. Raubs continue on offer at \$81.

DOCKS, WHARVES AND GODOWNS.—Hongkong and Whampoa Docks, after sales \$144 and \$143 have dropped to \$140, at which rates few shares are still available. Hongkong and Kowloon Wharves are procurable at \$95, but without business. New Amoy Docks are quiet at \$12, and Shanghai Docks at 1/2 106 1/2 call, whilst Shanghai quotes 1/2 107 buyers for the latter. Shanghai and Hongkong Wharves have improved in the north to 1/2 215 and 1/2 225 for the old six new and new and issues respectively.

LANDS, HOTELS, AND BUILDINGS.—Hongkong Lands continue quiet at \$107 1/2. Kowloon Lands are in request at \$37 1/2; the dividend of \$2 per share for 1906, paid on the 5th instant, and the fact that the company has been further improved, to \$122 buyers, but shares appear to be still unobtainable. Humphrey's Estates have sold and have further sales at \$12. Shanghai Lands have improved in the north to 1/2 106 for the old, and 1/2 112 for the new issue.

COTTON MILLS.—Hongkong have been looked at the reduced rate of \$114. In the north Sinos have improved to 1/2 75, and Lau King Mows to 1/2 135. Internationals and Soy Cheas are unchanged.

MISCELLANEOUS.—China Providents have sold and are still obtainable at \$87 1/2. Dairy Farms have been booked at \$165, and China Light and Powers at \$80. Green Island Cement have sold at \$21, \$21 1/2 and \$21 1/2, and more shares are wanted. Less continue in request at \$25 1/2.

MERCHANTMEN IN WAR TIME.

IMPORTANT ADMIRALTY NOTICE.

For some time past the importance of safeguarding the Mercantile Marine in time of war has occupied the attention of the Admiralty, and the naval manœuvres last summer were specially designed with the object of giving merchantmen an idea of the conditions which would prevail in case war should break out with one of the Great Powers. Lord Ellenborough last spring brought this question up in the House of Lords, and suggested that a short mercantile war course should be given to British officers, with the object of initiating them into the naval methods. Comparatively little notice was taken of this at the time. In this connection the following important "Notice to Mariners" has just been issued by the Hydrographic Office of the Admiralty:

"My Lords Commissioners of the Admiralty having taken into consideration the fact that circumstances may arise in which it may be necessary, on account of periodical exercises, manœuvres, or otherwise, to forbid all entrance to the naval ports at night, this is to give notice that on approaching the shores of Great Britain or any British dependency, if searchlights are observed to be in constant operation, the naval harbours should be approached with great caution, as it may be apprehended that obstructions may exist outside the port, or that the entrances may be altogether closed, and the examination service may be in force.

"In the event of relations becoming strained between this country and any naval Power, an examination service may come into force at the ports or localities in the United Kingdom and his Majesty's possessions abroad mentioned at the end of this notice.

Masters are warned that before attempting to enter any of these ports they must, in their own interest, strictly obey all instructions given to them by the vessels which will be charged with the duty of examining ships desirous to enter the ports, and allotting positions in which the ships shall anchor. In case of fog they should on no account attempt to enter before receiving permission from the examination officer.

"The institution of an examination service at any port will never be publicly advertised, but at all times when the relations of Great Britain with foreign Powers are known to be in a state of tension, special care should be taken in approaching the ports by day or by night, to keep a sharp look-out for the examination steamer, and to be ready to 'bring to' at once when hailed by her or warned by the firing of a gun.

"If an entrance to a port is closed, three red vertical lights by night, or three red balls by day, will be exhibited in some conspicuous position, in or near to its approach, and as far as possible notice of this fact will be given by look-out vessels in the offing.

"If the examination service is in force, the examination steamer will be distinguished at night: (a) When the port is closed, by three vertical red lights; and (b) when the port is open, by three white vertical lights. The pilots attached to the ports will be acquainted with the regulations to be followed.

The ports or localities referred to are given as: United Kingdom: Dover, the Clyde, Dover, Falmouth, Harwich, Hull, the Mersey, Milford Haven, Newhaven, Plymouth, Port.

HOW TO BE BEAUTIFUL.—Keep your complexion, Mrs. Ellen's Crème Charming, Lait Charming and Special Skin Tonic and Poudre Charming will enable you to do it. Her Specialties for the Skin are the study of a

Holmes. A. B. Watson & Co., Ltd., Sole Agents.

South, Queensland, Sheerness, the River Tyne, Alderney, Guernsey, and Jersey.

Canada: Esquimaux, Halifax, and Quebec. Mediterranean: Gibraltar and Malta.

Africa: Capetown, Durban, Sierra Leone, and Simon's Bay.

Indian Ocean: Aden, Bombay, Calcutta, Colombo, Kanchi, Madras, and Singapore.

China Sea: Hong Kong and Singapore. Australia: Adelaide, Albany, Brisbane, Fremantle, Melbourne, Newcastle, Sydney, Thursday Island, Townsville, and Wollongong.

Tasmania: Hobart. New Zealand: Auckland, Otago, Port Littleton, and Wellington.

West Indies: Bermuda, Kingston, and Jamaica.

CHURCH SERVICES.

St. John's Cathedral, Hongkong.—10th February, Sunday, Quinquagesima. Holy Communion (7.30 a.m.) Antiphon (11 a.m.) Responses, Psalms, Venite, Gloria, Psalm of the 100th morning; Te Deum, Woodward, Stuart, Tural, Benedictus, Lullington; Hymns, 274, 272 and 192.

Evangelist (7.30 p.m.) (Full Choir). Responses, Psalms of the 10th evening; Magnificat, and Nunc Dimittis, Waldesley in D. minor; Anthem, "God who maketh earth and heaven."—Lehr; Hymns 267 and 17; Sevenfold Amen, (Full); Voluntaries, Cantique d'Auvergne, Lemaire, Tournay, Widor.

N.B.—Psalm 55, Verses 1, 2, 7, and 8 in unison. "55," 1, 3, 5, 7, 9, 11, 13, 15, 17, 19, 21, 23, 25, 27, 29, 31, 33, 35, 37, 39, 41, 43, 45, 47, 49, 51, 53, 55, 57, 59, 61, 63, 65, 67, 69, 71, 73, 75, 77, 79, 81, 83, 85, 87, 89, 91, 93, 95, 97, 99, 101, 103, 105, 107, 109, 111, 113, 115, 117, 119, 121, 123, 125, 127, 129, 131, 133, 135, 137, 139, 141, 143, 145, 147, 149, 151, 153, 155, 157, 159, 161, 163, 165, 167, 169, 171, 173, 175, 177, 179, 181, 183, 185, 187, 189, 191, 193, 195, 197, 199, 201, 203, 205, 207, 209, 211, 213, 215, 217, 219, 221, 223, 225, 227, 229, 231, 233, 235, 237, 239, 241, 243, 245, 247, 249, 251, 253, 255, 257, 259, 261, 263, 265, 267, 269, 271, 273, 275, 277, 279, 281, 283, 285, 287, 289, 291, 293, 295, 297, 299, 301, 303, 305, 307, 309, 311, 313, 315, 317, 319, 321, 323, 325, 327, 329, 331, 333, 335, 337, 339, 341, 343, 345, 347, 349, 351, 353, 355, 357, 359, 361, 363, 365, 367, 369, 371, 373, 375, 377, 379, 381, 383, 385, 387, 389, 391, 393, 395, 397, 399, 401, 403, 405, 407, 409, 411, 413, 415, 417, 419, 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SHIPPING.

ARRIVALS.

BREITENBURG, British str., 2,679, A. L. Reid, 8th Feb.—London and Singapore 31st Jan. General.—Gibb, Livingston & Co.
 CASTON, Norwegian str., 775, O. Hansen, 7th Feb.—Kobe and Singapore 29th Jan. General.—McBain & Co.
 HAICHING, British str., 1,267, A. E. Hodgins, 8th Feb.—Fochow 5th Feb. Amy 6th and Swatow 7th, General.—Doughs Lapsack & Co.
 LAUREN, British str., 1,341, J. B. Jackson, 8th Feb.—Saigon 4th Feb. Rice.—Chinese.
 LYDIA, German str., 1,772, C. Meyer, 8th Feb.—Saigon 2nd Feb. Rice.—Siemens & Co.
 PRINCE ROISSEUR, German str., 3,302, Lenz, 8th Feb.—Sydney 15th Jan. General.—Molchans & Co.
 PROGRESS, German str., 897, H. Pahren, 8th Feb.—Dagie 5th February, Salt.—Siemens & Co.
 RICHUN MARU, Japanese str., 4,809, G. S. Laprak, 8th Feb.—Nakama via Hoi 3rd Feb. General.—Nippon Yusen Kaisha.
 SIGNAL, German str., 907, G. Schellker, 8th Feb.—Singapore via Hoihow 29th Jan. General.—Jensen & Co.
 SIKH, British str., 3,215, W. Atkinson, 8th Feb.—Shanghai via Fochow 3rd Feb. Tea and Curries.—Doddwell & Co.
 TANGHAI, British str., 1,550, A. W. Outerbridge, 8th Feb.—Manila 5th Feb. General.—Butterfield & Swire.
 TEINAN, British str., 2,509, C. Lindbergh, 8th Feb.—Melbourne 4th Jan. General.—Butterfield & Swire.

CLEARANCES.

AT THE HARBOR MASTER'S OFFICE, Feb. 8th.
 BREITENBURG, British str., for Shanghai.
 Delta, British str., for Europe.
 Haiching, British str., for Swatow.
 Ithaka, German str., for Saigon.
 Kiangtsh, Chinese str., for Shanghai.
 Sikh, British str., for Singapore.
 Swatow, British str., for Saigon.

DEPARTURES.

AMARA, British str., for Saigon.
 CHIMU, British str., for Canton.
 FRIEDRICH, Norwegian str., for Bangkok.
 HELEN, German str., for Hoihow.
 HONGKONG, French str., for Hoihow.
 KANGUO MARU, Japanese str., for Kobe.
 KANJU MARU, Japanese str., for Canton.
 KITO MARU, Japanese str., for Saigon.
 NANSANO, British str., for Calcutta.
 RUDI, British str., for Manila.
 SORU MARU, Japanese str., for Shanghai.
 TAIHUN, Chinese str., for Shanghai.
 TANGHAI, British str., for Swatow.
 YOCROW, British str., for Canton.

SHIPPING REPORTS.

The British str. *Laertes* reports: Moderate wind and sea throughout.
 The British str. *Zandevich* reports: Very strong N.E. monsoon all the way.
 The British str. *Taming* reports: Moderate to fresh N.E. monsoon and moderate sea, fine weather.
 The British str. *Haiching* reports: Fochow to Swatow fresh N.E. monsoon, heavy sea and cloudy weather. Swatow to Hongkong moderate wind and sea, cloudy weather.
 The British str. *Sikh* reports: Strong N.E. wind with moderate sea, clear but cloudy weather. On the 7th inst. at 2 p.m., passed wreck of junk partly submerged. Lamooks bearing N.N.W. distance 4 miles.

VESSELS IN DOCK.

ABERDEEN DOCKS.—*Sorogon*, *Monteagle*, *Fronde*, *Z. Y. de Aldeco*, *Prinz Waldemar*, *Kwongchow*, *Emeralde*, *Powen*, *Yangmoo*, *Onghale*, *Rubi*, *Sophia*, *Pong Tong*, *Tin Hoe*.
 COSMOPOLITAN DOCKS.—*Peng Fui*, *Haitan*, *Doric*.

VESSELS ON THE BERTH

NAVIGAZIONE GENERALE ITALIANA.
 (Etorio and Rabbino United Companies.)

STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.
 Having connection with Company's Mail Steamers to ADEN, SUZ, PORT SAID, MISINA, NAPLES, LONDON and GENOA, also VENICE and TRIESTE, all MEDITERMANIAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN Ports up to CALLAO.

(Taking Cargo at through rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENCIA, ALICANTE, ALMERIA and MALAGA.)

THE Steamship
 "CAPRI"
 Captain Balito, will be despatched as above on MONDAY, the 11th Feb., at Noon.
 At Bombay the Steamer is discharging in Victoria Dock.
 For further particulars regarding Freight and Passage, apply to
 CARLOWITZ & Co.,
 Agents.
 Hongkong, 31st January, 1907. 4

FOR KOBE.

THE Steamship
 "HIKOSAN MARU"
 Captain I. Fukui, will be despatched for the above Port on TUESDAY, the 12th inst., at Noon.
 For Freight, apply to
 THE MITSUI BUSSAN KAISHA.
 Hongkong, 7th February, 1907. 359

TOYO KISEN KAISHA.

SOUTH AMERICAN LINE.

Regular Steamship Service between Hongkong, CALLAO and IQUIQUE via JAPAN Ports will be sent to Valparaiso if sufficient inducement.

Steamers
 Tons To Sail
 "GIENFANG" ... 4,000 March 28th, Noon.
 "KASATO MARU" ... 5,100 April 25th, Noon.
 Taking Freight and Passengers to other Eastern and Western Coast Ports of South America in connection with Steamers of the Pacific S. N. Co.

The above Steamers have splendid Accommodation and are fitted throughout with Electric Light. A duly qualified Surgeon is carried on each boat.
 K. MATSUDA, Manager,
 York Building.
 Hongkong, 9th February, 1907. 10

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k." nearest Hongkong "h." midway between Hongkong and Kowloon "m." and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

SECTIONS.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON &c., via USUAL PORTS OF CALL	DELTA	Brit. str.	—	C. L. Daniel	P. & O. S. N. Co.	To-morrow, at 10 A.M.
LONDON, ANTWERP & MARSEILLES	JAVA	Brit. str.	—	S. Barcham	P. & O. S. N. Co.	About 13th inst.
LONDON & ANTWERP	GLAMORGANSHIRE	Brit. str.	—	—	—	About 20th inst.
MARSEILLES, AC. via PORTS OF CALL	TOURANE	Freestr.	—	Lancelin	MESSAGERIES MARITIMES	On 19th inst., at 1 P.M.
MARSEILLES, HAVRE & HAMBURG	SLAVONIA	Ger. str.	k.w.	Wunsenberg	HAMBURG-AMERIKA LINIE	On 20th Mar.
BREMEN, via PORTS OF CALL	GRENNAD	Ger. str.	k.w.	G. Bolle	MELCHERS & Co.	On 15th inst., at Noon.
HAMBURG via PORTS	SAXONIA	Ger. str.	k.w.	Sachs	HAMBURG-AMERIKA LINIE	On 15th inst.
HAVRE, BREMEN & HAMBURG via STRAITS, &c.	BRASILIA	Ger. str.	k.w.	Russ	HAMBURG-AMERIKA LINIE	On 24th Mar.
HAVRE & HAMBURG via STRAITS, &c.	BELOARAVIA	Ger. str.	k.w.	Schulche	HAMBURG-AMERIKA LINIE	On 19th April.
MARSEILLES, HAVRE, C'HAGEN & BALTIC PORTS	KINA	Dan. str.	—	—	MELCHERS & Co.	About 17th inst.
NAPLES, LISBON, HAVRE & HAMBURG	SILEZIA	Ger. str.	k.w.	Bahle	HAMBURG-AMERIKA LINIE	To-morrow.
NAPLES, LISBON, HAVRE & HAMBURG	SCANDIA	Ger. str.	k.w.	v. Dohren	HAMBURG-AMERIKA LINIE	On 16th Mar.
NAPLES, PLYMOUTH, HAVRE & HAMBURG	HABSBURG	Ger. str.	k.w.	—	SANDER, WIEBLER & Co.	On 28th inst., at Noon.
TRIESTE, AC. via SINGAPORE, &c.	SIEH	Brit. str.	—	—	DODWELL & Co., Ltd.	About 9th inst.
NEW YORK	EMPEROR OF INDIA	Brit. str.	2 m.	—	CANADIAN PACIFIC R. Co.	On 14th inst., at 4 P.M.
YANCOOVER via SHANGHAI JAPAN, &c.	ATHENIAN	Brit. str.	1 m.	—	CANADIAN PACIFIC R. Co.	On 20th inst., at Noon.
VICTORIA (B.C.) & TACOMA via JAPAN	TREMONT	Am. str.	—	T. W. Garlick	DODWELL & Co., Ltd.	On 26th inst.
CALLAO, IQUIQUE, via JAPAN PORTS, &c.	GLENFAR	Brit. str.	—	Hollman	TOYO KISEN KAISHA	On 26th Mar., at Noon.
AUSTRALIAN PORTS via MANILA	DAROTAM	Brit. str.	—	—	SHEWAN, TOMES & Co.	About 25th inst.
AUSTRALIAN PORTS via MANILA	DAIYU	Brit. str.	1 m.	L. Dawson	BUTTERFIELD & SWIRE	On 11th inst., at 4 P.M.
AUSTRALIAN PORTS via TACOMA	PRINCE WALDEMAR	Ger. str.	—	Woltemade	MELCHERS & Co.	On 28th inst., at Noon.
YOKOHAMA & KOBE	DAIYU	Brit. str.	—	McArthur	GIBB, LIVINGSTON & Co.	On 2nd Mar., at Noon.
YOKOHAMA & KOBE	TRANQUERBAR	Dan. str.	—	—	MELCHERS & Co.	About 10th inst.
YOKOHAMA & KOBE	TEINAN	Brit. str.	1 m.	C. Lindbergh	BUTTERFIELD & SWIRE	On 12th inst., at 4 P.M.
YOKOHAMA & KOBE	HIKOSAN MARU	Jap. str.	—	I. Fukui	MIITSUI BUSSAN KAISHA	On 12th inst., at Noon.
YOKOHAMA & KOBE	CHOTSANG	Brit. str.	—	A. E. Sandbach	JARDINE, MATHESON & Co.	On 12th inst., Daylight.
YOKOHAMA & KOBE	SCANDIA	Ger. str.	k.w.	v. Dohren	HAMBURG-AMERIKA LINIE	To-morrow.
YOKOHAMA & KOBE	YOCROW	Brit. str.	1 m.	J. H. Brown	BUTTERFIELD & SWIRE	On 11th inst., at 4 P.M.
YOKOHAMA & KOBE	PRINCE ALICE	Ger. str.	—	F. E. Andrews	MELCHERS & Co.	On 13th inst.
YOKOHAMA & KOBE	MANILA	Brit. str.	—	C. D. Barnett	P. & O. S. N. Co.	About 17th inst.
YOKOHAMA & KOBE	MACRONIA	Brit. str.	—	Russ	P. & O. S. N. Co.	About 23rd inst.
YOKOHAMA & KOBE	BRASILIA	Ger. str.	k.w.	—	HAMBURG-AMERIKA LINIE	On 24th inst.
YOKOHAMA & KOBE	JOHNN MARU	Jap. str.	—	H. Ohta	USAKA SHOSHIN KAISHA	To-morrow, at Daylight.
YOKOHAMA & KOBE	HAICHING	Brit. str.	2 h.	A. E. Hodgins	DOUGLAS LAFRAIE & Co.	To-morrow, at 10 A.M.
YOKOHAMA & KOBE	TAMING	Brit. str.	1 m.	A. W. Outerbridge	BUTTERFIELD & SWIRE	On 12th inst., at 4 P.M.
YOKOHAMA & KOBE	YUENSANG	Brit. str.	—	F. Mooney	SHEWAN, TOMES & Co.	On 15th inst., at 4 P.M.
YOKOHAMA & KOBE	ZAFIRO	Brit. str.	—	R. Rodger	SHEWAN, TOMES & Co.	On 16th inst., at Noon.
YOKOHAMA & KOBE	RUBI	Brit. str.	—	R. Almond	SHEWAN, TOMES & Co.	On 23rd inst., at Noon.
YOKOHAMA & KOBE	KUMSANG	Brit. str.	—	E. J. Buller	JARDINE, MATHESON & Co.	On 18th inst., at 3 P.M.
YOKOHAMA & KOBE	CATHERINE APCAR	Brit. str.	—	W. D. A. Thomas	DAVID SASSON & Co., Ltd.	On 11th inst., at 3 P.M.
YOKOHAMA & KOBE	CAPIRI	Ital. str.	—	Belito	CARLOWITZ & Co.	On 11th inst., at Noon.
YOKOHAMA & KOBE	TJILIWONG	Dut. str.	—	Jurriance	JAVA-CHINA JAPAN LINES	Quick despatch.

EAST ASIATIC CO., LTD.

COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI.

RUSSIAN EAST ASIATIC CO., LTD.

ST. PETERSBURG & VLADIVOSTOK.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING.
YOKOHAMA and KOBE	"TRANQUERBAR"	About 10th Feb.
MARSEILLES, HAVRE, COPENHAGEN and BALTIC PORTS	"KINA"	About 17th Feb.

For Further Particulars, apply to
MELCHERS & CO.
 AGENTS.
 Hongkong, 16th January, 1907. 9

HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light, Perfect Cuisine. SURGEON and STEWARDESS carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE.
ZAFIRO	2540	R. Rodger	Manila.	On 16th Feb. Noon.
RUBI	2540	R. Almond	Manila.	On 23rd Feb. Noon.

For Freight or Passage apply to
SHEWAN, TOMES & CO.,
 GENERAL MANAGERS.
 Hongkong, 9th February, 1907. 15

HONGKONG-NEW YORK.

AMERICAN ASIATIC STEAMSHIP COMPANY.
 FOR NEW YORK via PORTS and SUZ CANAL.

(WITH LIBERTY TO CALL AT THE MALABAR COAST.)

For freight and further information apply to
SHEWAN TOMES & CO.,
 GENERAL AGENTS.
 Hongkong, 13th November, 1906. 16

INDO-CHINA STEAM NAVIGATION CO. LIMITED.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION.)

FOR	STEAMERS	TO SAIL
SHANGHAI	"CHOYSANG"	Tuesday, 12th Feb. daylight.
MANILA	"YUENSANG"	Friday, 15th Feb. 4 P.M.
SINGAPORE, PENANG & CALCUTTA	"KUMSANG"	Monday, 18th Feb. 3 P.M.

These Steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.
 Taking Cargo on Through Bills of Lading to Cebu, Tientsin, (via Chingwantan) and Yangtze Ports.
 For Freight or Passage, apply to
JARDINE, MATHESON & CO.,
 GENERAL MANAGERS.
 Hongkong, 9th February, 1907. 18

NORTHERN PACIFIC LINE.

BOSTON S. S. CO. BOSTON TOWBOAT CO.
 CONNECTING AT TACOMA WITH
 NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA, B.C. AND TACOMA.

via
 MOJI, KOBE AND YOKOHAMA.

Steamers	Tons	Captain	Sailing Date.
TREMONT	2,868	T. W. Garlick	On 26th February.

For further information apply to—
DODWELL & CO., LIMITED,
 GENERAL AGENTS.
 QUEEN'S BUILDINGS, Hongkong, 5th January, 1907. 17

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESS.

The twin-screw s.s. "SHAWMUT" and "TREMONT" are fitted with very Superior Accommodation for First and Second Class Passengers. The large size of these vessels ensures readiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES & CANADA.

For further information apply to—
DODWELL & CO., LIMITED,
 GENERAL AGENTS.
 QUEEN'S BUILDINGS, Hongkong, 5th January, 1907. 17

HAMBURG-AMERIKA LINIE.

PASSENGER SERVICE.

By the new steamers, "REXANIA," "HABSBURG" and "HOHENSTAUFEN." These steamers offer to the public the highest comfort yet attained in ocean travelling. They have very large cabins, provided with ONLY LOWER BERTHS. The cabins are amply fitted with fans, Laundry on Board. Doctor and Stewardesses carried. These steamers call at PLYMOUTH homeward, at SOUTHAMPTON outward and at NAPLES in both directions.

In addition to these boats, the steamers "SCANDIA" and "SILEZIA" carry first-class passengers. Return tickets issued at reduced rates available for two years. Through tickets to be had to New York via Naples and Hamburg.

NEXT SAILINGS:

OUTWARD.	HOMEWARD.
FOR SHANGHAI, KOBE, YOKOHAMA.	FOR THE STRAITS COLOMBO, ADEN, SUZ, PORT SAID, NAPLES, PLYMOUTH HAVRE, & HAMBURG.
SCANDIA ... 10th February	* SILEZIA ... 10th February
HABSBURG ... 3rd March	* SCANDIA ... 22nd March
RHENANIA ... 2nd April	HABSBURG ... 5th April
HOHENSTAUFEN ... 30th April	RHENANIA ... 17th May
SILEZIA ... 31st May	HOHENSTAUFEN ... 28th May
SCANDIA ... 30th June	* Call at LISBON.

FREIGHT SERVICE.

NEXT SAILINGS OUTWARD.
 FOR SHANGHAI, KOBE & YOKOHAMA ... 10th February
 FOR SHANGHAI, KOBE & YOKOHAMA ... 24th February
 FOR SHANGHAI, KOBE & YOKOHAMA ... 28th February
 FOR SHANGHAI, KOBE & YOKOHAMA ... 3rd March

NEXT SAILINGS HOMEWARD.
 Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS in the LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS, Also via Aden or Port Said by the "ARABIC" PERSIAN SERVICE to Arabian and Persian Gulf Ports.

* SILEZIA ...	NAPLES, LISBON, HAVRE & HAMBURG ...	10th February
SAMBA ...	FOR HAMBURG via PORTS ...	15th February
SAXONIA ...	FOR HAVRE, BREMEN & HAMBURG ...	24th February
* SCANDIA ...	NAPLES, LISBON, HAVRE & HAMBURG ...	18th March
SLAVONIA ...	FOR MARSEILLES, HAVRE & HAMBURG ...	29th March
BRASILIA ...	FOR MARSEILLES, HAVRE & HAMBURG ...	24th March
* HABSBURG ...	NAPLES, PLYMOUTH, HAVRE & HAMBURG ...	5th April
BELGRAVIA ...	FOR HAVRE & HAMBURG ...	19th April

VESSELS ON THE BERTH

REGULAR STEAMSHIP SERVICE

(WITH LIBERTY TO CALL AT MALABAR COAST.)

PROPOSED SAILINGS FROM HONGKONG, FOR NEW YORK.

* "SIKH" ... About 9th Feb.
 "MUNCASTER CASTLE" ... 13th Mar.
 "LOWTHER CASTLE" ... 21st Mar.
 * This steamer has excellent saloon accommodation for First-class Passengers at Moderate Rates.

For Freight and further information, apply to
DODWELL & CO., LTD.,
 Agents.
 Hongkong, 26th January, 1907. 787

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON. THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

Captain C. L. Daniel, carrying His Majesty's Mail, will be despatched from this for Bombay on SUNDAY, the 10th February, at 10 A.M., taking passengers and cargo for the above ports in connection with the Company's s.s. "MONGOLIA," 9,500 tons, from Colombo. Passengers' accommodation in which vessel is second before departure from Hongkong. Silt and Valuable all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed from Bombay by the R.M.S. "ARABIA," due in London on 25th March, 1907.

Passes will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required. For further particulars, apply to
E. A. HEWETT,
 Superintendent.
 Hongkong, 8th February, 1907. 1

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship
 "CATHERINE APCAR,"
 Captain W. D. A. Thomas, will be despatched for the above Ports on MONDAY, 12th inst., at 3 P.M.
 For Freight or Passage, apply to
DAVID SASSON & Co., Ltd.,
 Agents.
 Hongkong, 6th February, 1907. 857

COMPAGNIE DES MESSEGERIES MARITIMES.

FRENCH MAIL STEAMERS.

STEAM FOR SINGAPORE, BATAVIA, SINGAPORE, AUSTRALIA, ADEN, EGYPT, MARSEILLES, LONDON, HAVRE, BORDEAUX, MEDITERRANEAN AND BLACK SEA PORTS.

THE Steamship
 "TOURANE,"
 Captain Lancelin, will be despatched for MARSEILLES, on TUESDAY, the 19th February, at 1 P.M.

Passage tickets and through Bills of Lading issued for above ports and for Australia with prompt transshipment at Colombo. Cargo also booked for principal places in Europe.

Next sailings will be as follows:
 S.S. "AUSTRALIEN" ... 5th Mar.
 S.S. "TOKIN" ... 19th Mar.
 S.S. "PERSIAN SIMONS" ... 2nd April.
 S.S. "POLYNESIE" ... 18th April.
 S.S. "YARE" ... 30th April.
 S.S. "SALAZIE" ... 14th May.
 G. DE CHAMPELAIN, Agent.
 Hongkong, 6th February, 1907. 2

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE. (Calling at PORT DARWIN and QUEENSLAND PORTS, and taking through cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship
 "EASTERN,"
 Captain McArthur, will be despatched as above on SATURDAY, the 2nd March, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage. This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried. To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms. For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
 Agents.
 Hongkong, 26th January, 1907. 301

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR PLYMOUTH, SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEN, SUZ, PORT SAID.

(Taking Cargo at through rates to the BRAZIL, to PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
LONDON, &c., VIA USUAL PORTS	DELTA	10 A.M., 10th February	See Special of Call
LONDON, ANTWERP and JAPAN	Capt. S. Barcham	About 13th February	Freight and Passage.
SHANGHAI, KOBE, MOJI and MANILA	Capt. F. E. Andrews	About 17th February	Freight and Passage.
SHANGHAI	MACEDONIA	About 23rd February	Freight and Passage.

For further Particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 8th February, 1907.

CHINA NAVIGATION CO. LIMITED.

FOR	STEAMERS	TO SAIL
SHANGHAI, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOK TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	TAIYUAN	On 11th Feb., 4 P.M.
YOKOHAMA and KOBE	TSINAN	On 12th Feb., 4 P.M.
YOKOHAMA and KOBE	TAMING	On 12th Feb., 4 P.M.

* The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light, Unrivalled Table. A daily qualified person is carried.

* Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.

* Taking Cargo and Passengers at through rates or all New Zealand Ports and other Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 8th February, 1907.

OSAKA SHOSHEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN
HONGKONG, SOUTH CHINA COAST PORTS
AND FORMOSA.PROPOSED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

THE CO.'S S.S. LEAVING

TAMUI	ATOW	JOSHIN MARU	SUNDAY, 10th Feb., at DAYLIGHT.
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* These Steamers are fitted throughout with excellent accommodation for First and Second Class Passengers, and are fitted with electric light, First-class Saloon Amidships, Unrivalled Table.

* Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

For Freight, Passage and further information, apply at the Company's local Branch Office, at Second Floor, No. 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100.

Hongkong, 5th Feb. 1907.

T. ARIMA, Manager.

PASSenger SEASON 1907.

PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

THRO STEAMER

MARSEILLE AND LONDON.
VIA COLC AND BOMBAY.

THE STEAMSHIP
"MACEDONIA,"
10,500 TONS, CAPT. BENNETT, R.N.R.
WILL BE DESPATCHED AT NO.

SATURDAY,
AND IS DUE IN MARSEILLES ON MARCH,
THE 27th APRIL AND LONDON ON

IN ADDITION TO GIVING PASSENGER
SPENDING ABOUT 24 HOURS N OPPORTUNITY OF
WILL MAKE A FAST RUN TO MABAY THIS VESSEL
THE VOYAGE FROM HONGKONG TO LONDON.
COMPLETED IN 28 DAYS AND TO LILLES SHOULD BE
35 DAYS.

FARES:

To MARSEILLES—£21 First and
To LONDON—£35 First and £44 2nd SALOON.

For Further Particulars, apply to

Hongkong, 11th October, 1906.

WETT,
Superintendent.
1899

IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD, BREMEN.
EUROPEAN LINE.STEAM FOR SINGAPORE, PENANG, COLOMBO,
ADEN, SUEZ, PORT SAID, NAPLES, GENOA,
ANTWERP, BREMEN/HAMBURG.STEAMERS WILL ALSO CALL AT GIBRALTAR & SOUTHAMPTON
TO LAND PASSENGERS AND LUGGAGETAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS	SAILING DATES
GNEISENAU	WEDNESDAY 13th February
PREUSSEN	WEDNESDAY 27th February
PRINZESS ALICE	WEDNESDAY 13th March
PRINZ LUDWIG	WEDNESDAY 27th March
* SACHSEN	WEDNESDAY 10th April
ZIEFEN	WEDNESDAY 24th April
PRINZ REGENT LUITPOLD	WEDNESDAY 8th May
PRINZ EITEL FRIEDRICH	WEDNESDAY 22nd May
BAYERN	WEDNESDAY 5th June
PRINZ HEINRICH	WEDNESDAY 19th June
SCHARNHORST	WEDNESDAY 3rd July
ROON	WEDNESDAY 17th July

* Conveying H.M. The King of Siam, carrying Second Class Passengers only.

ON WEDNESDAY, the 13th day of FEBRUARY, 1907, at Noon, the Steamship
"GNEISENAU," Captain G. Holtz, with MAILS, PASSENGERS, SPECIE and
Shipping Orders will be granted till Noon, on MONDAY, the 11th Feb. Cargo and
Specie will be received on Board until 5 P.M. on TUESDAY, the 12th Feb. Cargo and
Specie should not exceed Two Feet Cubic in Measurement. No Parcel Receipts will be signed for less than \$2.50,
and the Steamer has splendid accommodation, and carries a Doctor and Stewardsess.

RATES OF PASSAGE MONEY FROM HONGKONG:	1st Class	2nd Class	3rd Class
TO NAPLES, GENOA AND GIBRALTAR	261 0 0	242 0 0	222 0 0
TO SOUTHAMPTON, LONDON, BREMEN AND HAMBURG	91 0 0	63 0 0	33 0 0
TO NEW YORK VIA SUEZ	65 0 0	44 0 0	24 0 0
VIA NAPLES, GENOA OR GIBRALTAR	64 0 0	44 0 0	26 0 0
return	115 0 0	79 0 0	47 0 0
VIA BREMEN OR SOUTHAMPTON	68 0 0	46 0 0	27 0 0
return	123 0 0	83 0 0	49 0 0

* In the event of the passenger leaving the M.R. Steamer at Naples, Genoa or Gibraltair and
travelling to Bremen or Southampton overland the same rates to be applied as via NAPLES,
GENOA OR GIBRALTAR, but in this case the cost of the railway trip, etc., to be at passenger's
expense.

TOUR VIA INDIA:
Passengers have the option of using a Steamer of the British India S. N. Co. from
SINGAPORE to CALCUTTA instead of an Imperial Mail steamer from Singapore to Colombo.
The cost of the journey from Calcutta to Colombo by rail or steamer is, however, not included.
INTERUPTION OF THE VOYAGE IN EUROPE:
Passengers to European and New York are entitled to travel by the N. D. L. Mediterranean
Steamers from ALEXANDRIA, to Naples or Marseilles instead of using an Imperial Mail Steamer
from Port Said.

JAPAN-CHINA-AUSTRALIAN LINE. VIA NEW GUINEA.

FOR MANILA, SIMPSONHAFEN, FRIEDRICH WILHELMSHAFEN,
HERBERTSHOEHE, MATUFI, BRISBANE, SYDNEY
AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS	SAILING DATES
PRINZ WALDEMAR	THURSDAY, 28th Feb.
PRINZ SIGISMUND	THURSDAY, 28th Mar.
MANILA	THURSDAY, 25th April

ON THURSDAY, the 28th February, at Noon, the Steamship "PRINZ WALDEMAR,"
Captain Volmer, with Mails, Passengers and Cargo, will leave this port as above.
The Steamer has splendid accommodation and carries a Doctor and a Stewardsess.

RATES OF PASSAGE MONEY FROM HONGKONG:	1st Class	2nd Class	3rd Class
TO MANILA	\$50—	\$30—	\$20—
TO NEW GUINEA	\$28—	\$18.10	\$14.00
TO BRISBANE	\$28—	\$20—	\$14—
TO SYDNEY	\$28—	\$20—	\$14—
TO MELBOURNE	\$28.10	\$24.10	\$16—
TO YOKOHAMA	\$80.00	\$40.00	\$40.00
TO KOBE	\$85.00	\$70.00	\$50.00
TO YOKOHAMA and back from KOBE to HONGKONG	\$140.00	\$100.00	\$100.00

THROUGH RATES OF PASSAGE MONEY FROM HONGKONG: 1st Class
TO EUROPE VIA AUSTRALIA AND COLOMBO by Imperial Mail Steamer £27. 0. 0.
TO EUROPE VIA AUSTRALIA AND AMERICA " 90. 0. 0.
From Australia to New York via Vancouver by the C.P.R. Co.'s steamers, or via San
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SHANGHAI, NAGASAKI, "PRINZESS ALICE"	Wednesday, 13th Feb.
KOBE & YOKOHAMA " " " " " " " "	Wednesday, 27th Feb.
SHANGHAI, NAGASAKI, "PRINZ LUDWIG"	Wednesday, 27th Feb.
KOBE & YOKOHAMA " " " " " " " "	Wednesday, 27th Feb.

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"EMPERESS OF INDIA"	6,000	THURSDAY, 14th Feb.	14th Feb.	4th Mar.
"ATHENIAN"	3,532	WEDNESDAY, 20th Feb.	20th Feb.	16th Mar.
"MONTEAGLE"	3,532	WEDNESDAY, 27th Feb.	27th Feb.	23rd Mar.
"EMPERESS OF JAPAN"	6,000	THURSDAY, 14th Mar.	14th Mar.	1st April
"TARTAR"	4,425	WEDNESDAY, 27th Mar.	27th Mar.	20th April
"EMPERESS OF CHINA"	6,000	THURSDAY, 11th April	11th April	23rd April

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ANNUAL SHIPPING REVIEW.

"JOHN WHITE'S" THIRTIETH.

The year 1906 has happily passed with practically all countries free from war, but the year unfortunately records terrible eruptions involving great loss of life and property on land and sea, the severe earthquakes—borne with remarkable courage—at San Francisco and Valparaiso, and typhoons in China and the Gulf of Mexico. The year has also probably been unparalleled in the amount of conflict that has been almost epidemic in personal quarrels. There have been disputes between the Board of Trade and the Mercantile Marine Office—Trade Unionists and their leaders. Members of the same parliamentary party, Liberal, Labour and Socialist—Members of the Shipping Federation—South African shippers and the Lines—Clyde and Toss Shipbuilders and Ironworkers—Strikes of workmen at home and abroad—Times Newspaper and Publishers. All eruptions—except political and literary disputes—affecting shipping, which with increased competition of British and Foreign rivals surround this industry with an interest more perplexing than profitable. Notwithstanding these untoward circumstances—and may be they are the natural corollary of progress—the year records the largest addition to our Mercantile Marine of any year, in effective tonnage and in size and power. The effective tonnage has been increased, it is estimated, by about 1,000,000 tons of dead weight, carrying capacity by the reboil of freight that has been sanctioned. The production of our shipyards of new hant steamers has been about 1,800,000 tons gross, which is the largest production of any year, and exceeds the largest total of last year by about 1,000,000 tons. The tonnage added to the British Register, i.e., new steamers and steamers bought from foreign registers, has been about 1,500,000 tons. One yard alone, Messrs. Swan, Hunter and Wigham Richardson, Limited, has produced 25 steamers of 125,421 tons. The steamers removed from the British Register, including those sold to foreigners, have been about 550,000 tons. The building of sailing ships is now so small that it can scarcely be called a factor in considering effective tonnage added, but there have been removed from the British Register, including Colonial Register, about 200,000 tons of sailing ships.

The past year has witnessed the launching of the largest and fastest steamers on record, and probably the limit in size, if not in power, that the necessities of commerce or prudent enterprise will tolerate for many years to come. The gigantic Cunard Company's turbine steamer *Lucania* was launched by Messrs. John Brown and Co. in June, and the sister steamer *Mauritania* by Messrs. Swan, Hunter and Wigham Richardson in September last. They are each of about 33,000 tons gross register, 780 ft. long, by 88 ft. by 60 ft. 3 in. to upper deck, having six decks, displacement 45,000 tons and power 72,000 h.p. to drive them 25 knots per hour at sea. These vessels are a considerable increase on the previous largest steamer of British or foreign. On the same day as the launch of the *Mauritania* there was launched by Messrs. Harland and Wolff, for the White Star Line, the *Adriatic*, of about 25,000 tons gross register, 708 ft. by 75 ft. by 50 ft., with engines to steam about 19 knots. The increase in size of the steamers has been accompanied by a corresponding increase in the turbine engines. The *Adriatic*, for instance, has 14,000 tons displacement, 520 ft. by 62 ft. by 45 ft., *Lord Nelson*, 16,500 tons displacement, 410 ft. by 79 ft. 6 in. by 43 ft., and *Agamemnon*, of about the same size. There were under construction at the end of September, according to the returns of Lloyd's Register of Shipping, of merchant steamers 1,255,031 tons—about 100,000 tons less than at the end of last year.

The past year opened with Shipbuilders and Engineers well supplied with work, and many sufficient to occupy them the greater part of the year; new orders, however, became scarce, and early in the year many builders found themselves getting through their contracts and with little inquiry. Owners realising the large amount of tonnage building increased by the additional tonnage added produced by the reduction of freight, displaced the anticipated improvement in freight, in the Spring freight in most directions had substantially declined, with further orders, notwithstanding builders, although material kept high, were prepared to reduce prices. As contractors continued scarce, many builders paid off some of their men in September. It was strange that at this time the Clyde shipbuilding men should have been so unpropitiously affected by their leaders to strike, causing the masters to pay off other classes of workmen, which of necessity resulted after two months' idleness in the defeat of the men. This suspension of work has assisted in the yards being better employed at the end of the year than they would otherwise have been. The increase of trade shown by the Board of Trade returns and movement of produce abroad, with the continued advance in the cost of material, has encouraged the placing by owners of numerous orders during the past two months, and prices, therefore, are about 5 per cent higher than would have been accepted in the Autumn. The contractors of the year, apart from ordinary cargo steamers, include twenty steamers for the Lloyd Brasileiro trading from the Brazil up the American coast, the largest steamers for the new mail service between Great Britain and Australia under contract with the Commonwealth Government, and many steamers for foreign lines. All foreign countries except America and China have increased the fleets of existing companies some of which have enlarged their capital, and by many new owners, and where the countries have building facilities they have extended their building and repair yards. Steel ship-plates in January were £7 10s. per ton, and gradually came down to £7 in July, when a further reduction was contemplated; but the demand from the United States for pig iron, at a stiff price, which are now up to £10 15s. There is no doubt that the price of material has been forced up by the foreign demand for steel, although there is a strong feeling that makers have put prices up unduly by combination, which they can do, not having at present any competition of foreign makers.

The Australian trade from Great Britain has provided surprises in the Royal Mail Steam Packet Company taking the place of the Pacific Steam Navigation Company in that trade, when the anomaly occurred of the shares of the former Company going up in consequence of their having got in, and the shares of the latter Company going down in consequence of their having got out of that trade. The new Mail contract, to commence in 1908, of the Commonwealth has been awarded to an entirely new company.

The price of steamers to build are higher than a year since, in consequence of the advance of shipbuilding material and increased cost of machinery. With only two or three exceptions of forced sales, prices of new steamers for sale have been fairly well maintained throughout the year. Second-hand steamers have been in good demand; the principal foreign buyers have been Scandinavian, German and Greek. Prices for moderately modern tonnage have continued very near what they were a year ago.

The combination of important, English shipbuilders with foreign firms has been extended by the connection of Palmers Shipbuilding Company, Limited, with La Societa Cantieri, of Genoa, making with Messrs. Armstrong, Whitworth and Co.'s association with Messrs. Ansaldo and Co. of Genoa, and Messrs. Hawthorn, Leslie and Co. with Messrs. Hawthorn, Guppy and Co. of Naples, three Tyne firms engaged in shipbuilding in Italy, which is becoming a very important building country.

As already stated, foreign shipowning has extended. France passed a new Bounty Bill in April last, varying from their previous subsidies which were evidently intended to encourage shipbuilding as much as shipowning, by extending the bounty to foreign-built ships not over two years old. This has not encouraged so far any large number of orders to our builders, partly, on account of present prices not being sufficiently attractive. Our American friends still continue to agitate the subject of subsidy with much divided opinion to create a Mercantile Marine, but they will doubtless wisely continue to devote their energies to internal trade in which they are so successful, and defer undertaking what they cannot produce nor work economically as their friendly competitors who provide them with cheap transit for their produce. Experience of the weekly American organisation, the International Mercantile Marine Company, has not proved very encouraging to American investors for further extensions in shipowning.

Turbine engines continue in favour, though not yet universally adopted for fast liners, and they have not yet developed the necessary qualities to make them preferable for cargo ships. The result of their working in the *Leviathan*, *Lucania*, and *Mauritania* will doubtless seal their fate with many of the lines who appear to be looking on them with favour, reported upon in the *Shipping* and *Druid* for their economy and speed, and are to be put into several foreign warships building.

A large number of obsolete Government vessels and other old steamers have been sold for breaking up, and a number in sympathy with the increased cost of material, about 10s. per ton gross register higher than twelve months previously.

Wages concerning shipbuilding have threatened trouble, but, with the exception of the failure of the Clyde, have not caused serious disturbance. Shipbuilders on the North-East Coast gave an advance early in the year to their men, and an advance was given in August to the men of the Iron and Steel Manufacturers in the latter trade wages are regulated by prices realised. It seems, therefore, strange that a similar arrangement taken in conjunction with prime cost is not adopted by the builders, engineers and men.

Strikes of workmen in all directions have been rampant, and must have cost the men, who have generally failed, terrible loss and suffering. Trade has not warranted the demands that have been made, and where business, as is now the case with shipping, is worked on the narrow margin, it has become a matter of continuing trade—equally important in the men's interests as the masters—to resist these demands. In addition to the strikes of ironworkers on the Clyde of two months' duration, and Ship-plates on the Tyne now in the ninth week, there have been strikes of Riveters, Platers, Engineers of Shipbuilders' men at Genoa—of sailors, stowaways, etc., at Odessa—of seamen at Hamburg—of labourers at Fiume, Stettin, L'Orient, Leghorn and Hamburg—mine workers at Billon—anthracite coal miners in America.

Legislation affecting shipping during the year has been important, favourably by reduced land-line introduced in March, and unfavourably by the responsibility to owners involved in Shipping, being included in the Workmen's Compensation Bill. The reduction of 75 per cent in light dues comes into force in April next, making the reduction 20 per cent since April, 1903. The British land-line will be enforceable on all foreign ships on 1st June next. A Royal Commission has been appointed to inquire into the training of British boys for the Mercantile Marine, and another Royal Commission to inquire into Shipping Rings. The latter appears a singular precedent of inquiry that would be more appropriate upon the combinations formed to paralyse trade by strikes, at the dictate of men neither employers nor labourers, but simply paid agitators, regardless of the distress they create.

The coal trade has been very active throughout the year. Early in the year large orders were placed in Wales for stocking the coaling stations abroad, especially of foreign Powers, in consequence of the uneasiness over the Moroccan Conference and unsettled European outlook. At the same time the demand on the Tyne was great from Germany on account of the activity of their iron and steel works, and difficulty of supply from Westphalia. There was also an active demand from Wales for English coal, owing to the strike of colliery miners in that country. The exports to coaling stations for the requirements of the Mercantile Marine and the supplies steamers take on leaving this country are now enormous; the export of coal from the United Kingdom in 1906 was 47,470,707 tons, and in addition for bunker supply when leaving 17,390,116 tons. The export of coal tax was removed in November last. Prices have gradually advanced throughout the year, and are now 3s. to 3s. 6d. per ton higher in Wales, and 2s. to 2s. 6d. in the Tyne, than at the commencement of the year. Prices at foreign stations for the coming year's supplies are higher than last year—about 2s. to 2s. 6d. in the Mediterranean; 6s. 6d. River Plate, 3s. 6d. Brazil; 1s. 6d. Eastern ports for India—colliery coal for Japan and China—about 1s. 6d. to 1s. 8d. per ton.

The high Bank rate current throughout the year, from 4 per cent in January, fluctuating between this and 3½ per cent until October, when it advanced to 5 per cent, and in the same month to 6 per cent, at which it has since remained, has doubtless caused a greater movement of produce, which brings business to shipping. The detention at all foreign ports as well as long turns at coal ports through difficulties with labour, in some cases a steamer being three months in South America and six weeks in Odessa and Mediterranean ports, have caused all voyages to take much longer in performing, and if only freighters were made commensurate this would be an advantage in relieving the pressure of tonnage seeking employment, which, undoubtedly, to great to a low of the improvement in freight that should have arisen from the enormous volume of trade that has been passing throughout the world.

Selling ships have had a welcome revival in rates by the high freight to the West Coast of America. A good number of large ships have changed hands at an improvement in price of about 15 per cent on the year.

Insurance rates on steamers are inclined to be higher, and on sailing ships are being a serious tax, but justified by the many losses that have taken place of sailing vessels.

Freights have experienced much vicissitude, and have greatly changed in many trades from what was looked upon as their natural course. The homeward cargo, which is the most valuable, used to give the higher freight, but this year a cargo of coal to the River Plate has borne more freight than a cargo of grain homeward, and a cargo of cement to the West Coast

of America has paid higher freight than a cargo of nitrate or grain from the West Coast. We have not had outward or homeward freights at their best when they were at their lowest in the opposite direction. At the commencement of the year Wales to Genoa was 15s. 6d., and one from South Spain 6s. 3d. In July the same voyages were 8s. 3d. out and 5s. 6d. home, at present they are 7s. 3d. out and 7s. 2d. home. In January, Wales to River Plate was 10s. and home 10s. In May the same voyage was 13s. out and 13s. down to 9s. home, and now are 14s. out and 13s. home. In January, Wales to Aden was 10s. out and home from Bombay, 14s. 3d. to 15s. 6d. In June the same voyage was 8s. 6d. out and 11s. to 10s. home, and now 9s. out and 16s. 6d. home. Outward rates during the year have varied considerably. Wales to Genoa, from 5s. to 8s.; Constantinople, 5s. to 7s. 9d.; St. Vincent, 5s. 9d. to 8s.; Monte Video or Buenos Ayres 9s. 9d. to 16s. 6d.; Cape of Good Hope, 10s. to 14s.; Calcutta, 8s. 3d. to 13s.; Aden, 8s. 3d. to 11s. 6d.; Singapore 9s. 9d. to 17s.

Homeward freights have shown equally great fluctuation. Odessa to U.K., 11s. 6d. to 6s. 6d.; River Plate to U.K., 16s. 6d. to 6s.; Bombay to U.K. or Continent, 17s. 9d. to 8s. 6d.; Calcutta to Dundee, 23s. 9d. to 13s.; Nitrate Ports to U.K. or Continent, 23s. to 13s. 6d.

From America, which at times has had no inquiry for grain has been a bad market, the highest rates for picked ports have been 2s. 6d. and down to 1s. 9d. per quarter. From the Gulf ports to picked ports on nett charter, 12s. to 9s. 3d. From Pensacola for pitch-pine, 8s. 3d. to 7s.

A large number of time charters have been entered, not only for general cargo, but to fulfil freight contracts of speculators, and for coal from Australia to India, China, Philippines, and West Coast of America, combined with lumber freight contracts.

A very large trade has been done in case oil from America to India, Australia, China and Japan, involving much longer voyages than when this supply was made from the Caucasus.

The necessity of reconstruction in San Francisco and Valparaiso through the destructions by the earthquakes has created employment for a large amount of tonnage for cargoes of cement, iron, steel, etc., from U.K. and Continent, causing freights from the normal rates of past years of 15s. per ton to advance to 30s. to San Francisco, and for coals 20s. to 30s. to Valparaiso. There has also been a large trade in coal from Australia to the West Coast of America, occasioned by the same cause, and the requirements of steamers, for whose steamers they create trade—to supply their own consumption. Rates have gone up, Newcastle to West Coast to 25s., an advance of 10s. on the usual rate of late years. The large amount of tonnage to be sent to the West Coast has caused a rapid decline in homeward freights, which for nitrate to U.K. or Continent declined from 24s. to 14s. and lumber business has necessarily been taken at poor rates.

The transit of the Russian troops from Vladivostok and Japan to the Black Sea provided good employment in the Spring for about 75 large steamers, of which about 40 were British.

These long voyages have been a great relief to the market in giving employment to the large type of steamers. The large trade usually anticipated for replacement after a war has been quickly disappointing with the Far East as it was after the South African War. With the exception of a few cargoes to Vladivostok, all requirements (and those very moderate) have been carried by regular lines, and in these many British steamers have been displaced by the Japanese steamers returning to their trades.

The Far Eastern coasting trade, which in past years has provided profitable employment in a large number of British, German and Scandinavian steamers, many of which were built specially for the trade, has practically passed entirely to Japanese owners with the exception of a few local British companies in China. Freights in these trades for charter have been very low and unprofitable throughout the year.

The activity in the steel trade and the restriction of exports from Bilbao by the strike of miners have caused large shipments of ore from South of Spain, Mediterranean and Black Sea, although rates have been poor except towards the close of the December and January season, when good rates were paid. Rates from South of Spain to U.K. or Continent ports have varied during the year from 5s. to 9s., and from Greece from 6s. to 10s. 4d.

The Baltic trade, which is now probably two-thirds performed by foreign steamers, paid outward and homeward slightly better rates than of late years, but still much too low. Large sailing ships have experienced an unexpected return of prosperity, and must be doing remarkably well with the high rates paid out to the West Coast, which will go a long way to compensate for the low homeward rates, which are much below the standard fixed by the Union of Sailing Ship Owners. It is standard has been strenuously by vessels fixed on a voyage of freight from U.K. or Continent to N.S.W. to West Coast and home to U.K. or Continent.

Considering that the North American grain trade, one of the previous main sources of employment, especially for the larger steamers, and the River Plate grain trade, which was the mainstay of the freight market for the three years prior to the close of 1905, have given very poor employment during the past year, it is surprising, with the large tonnage always seeking engagements and the plentiful supply of liner tonnage, that freights generally have been sustained as well as they have, although it is disappointing that, with the great volume of trade passing, shipowners are not able to reap greater benefit from it.

The year just entered upon has brought us to the centenary of the steamship, the first steamer of commercial success being the *Clarendon*, built in 1807, of 161 tons. The development of shipping has probably been greater than any industry, of which shipbuilder, engineer and owner may justly be proud. It is, however, necessary for shipowners to bear in mind that we cannot always depend upon the volume of trade continuing to supply the amount of traffic now current, even at the too low freights at which such is done, and that the laws of supply and demand require their serious consideration.

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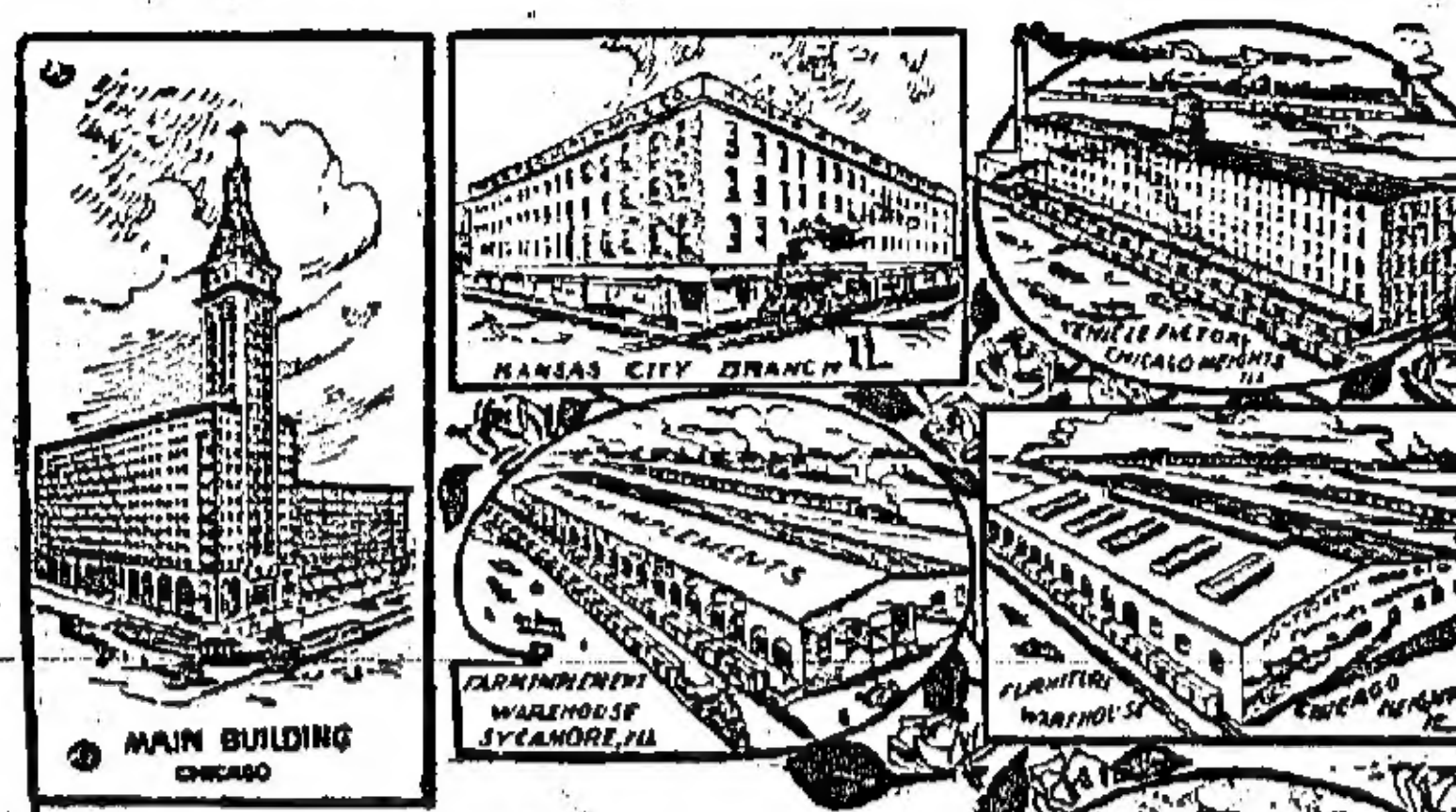
THE EXPIRING LAMP OF LIFE. LIGHTED UP AFRESH. This is a condition for disease which does not give many names, but which few of them really understand. It is simply weakness—broken-down, and is one of the most common causes of all diseases. No matter what may be its cause (for they are all numerous), it is a condition which must be cured. The more prominent being, therefore, some of the most serious, depression of spirits and loss of energy by all the ordinary signs of life.

THERAPION. This is a condition for disease which does not give many names, but which few of them really understand. It is simply weakness—broken-down, and is one of the most common causes of all diseases. No matter what may be its cause (for they are all numerous), it is a condition which must be cured. The more prominent being, therefore, some of the most serious, depression of spirits and loss of energy by all the ordinary signs of life.

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Omaha, Neb.

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A. S. WATSON & CO. SPECIAL AGENTS.

87-P



TO LET

TO LET—FURNISHED.

"LEWKNOR," No. 116, PRAK. April to end September.
Apply—
M. W. SLADE,
Princo's Buildings,
Hongkong, 23rd January, 1907. 300

TO LET.

RAVENSHILL WEST No. 3, PARK ROAD.
Apply to—
DEACON, LOOKER & DEACON,
Hongkong, 5th December, 1906. 104

TO LET.

THE PREMISES known as No. 199, WANCHAI ROAD, now occupied by Messrs. Macdonald & Co.'s Engineering Works. Possession, 1st February, 1907.
Apply to—
THE HONGKONG LAND INVESTMENT AND AGENCY CO., LTD.
Hongkong, 5th January, 1907. 155

TO LET.

NO. 27, SEYMORE ROAD.
4 New Houses in KENNEDY ROAD, near Wan Chai.
No. 90 & 91 GODOWN PRATA EAST.
Apply to—
SAN WANG CO., LTD.,
81, Queen's Road Central,
Hongkong, 13th November, 1906. 103

TO BE LET.

FURNISHED.

FROM THE 2ND WEEK IN APRIL NEXT.
"IAN MOR," PRAK ROAD, Six Good Rooms, 3 Bath Rooms, Drying and Store Rooms, Grass Tennis Court. Moderate rental to good tenant.
Apply to—
HUMPHREYS' ESTATE & FINANCE CO., LD.
Hongkong, 18th December, 1906. 117

TO LET.

NO. 1, WEST END TERRACE, Shamoon, Canton.
Apply to—
HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
Hongkong, 11th December, 1906. 91

TO LET.

2ND FLOOR No. 12, QUEEN'S ROAD CENTRAL, GREENCROFT, GARDEN ROAD, Kowloon, from March 1st; Redecorated, Electric Light, Tennis Court.
Apply to—
LEIGH & ORANGE,
1, Des Vaux Road,
Hongkong, 1st June, 1906. 94

TO LET.

OFFICES in KING'S BUILDING and YOUNG BUILDING, "RANFURLY," CONDUIT ROAD. A HOUSE in WONG NEI CHONG ROAD. GODOWNS in PRATA EAST. A HOUSE in CLIFTON GARDENS, Conduit Road. A HOUSE in RYON TERRACE, FLATS in MORTON TERRACE.
Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
Hongkong, 1st March, 1906. 91

TO LET.

NOS. 1 and 3, ORMSBY VILLAS, GRANVILLE ROAD, Kowloon.
Apply to—
SPANISH PROCURATION,
Hongkong, 3rd January, 1907. 136

TO LET.

2 FOUR-ROOMED HOUSES at Prata East, near East Point.
Apply to—
JARDINE, MATHESON & CO.
Hongkong, 3rd January, 1907. 137

TO LET.

2ND FLOOR of No. 6, ICE HOUSE STREET, Centrally situated and within easy reach of the principal Banks and business houses. Apply on the premises to—
TATA & CO.
Hongkong, 24th December, 1906. 105

TO LET.

A HOUSE in KNITSFORD TERRACE KOWLOON.
Apply to—
THE HONGKONG LAND INVESTMENT AND AGENCY CO., LTD.
Hongkong, 1st August, 1906. 92

TO LET.

THE "GROVE," having 30 Rooms, with detached Out-Houses and Kitchen, situated in Robinson Road, Kowloon. Well ventilated, with Electric Lights and Bells completely installed.
Apply to—
E. M. HAZELAND,
35, Queen's Road Central,
or to
WING-ON, Contractor,
34, D'Almeida Street,
Hongkong, 18th July, 1906. 96

TO LET.

"GLENWOOD," CAINE ROAD, suitable for a Boarding House or Club. No. 4, CONDUIT ROAD.
Apply to—
"BANGOUR" PRAK.
BUNGALOW (furnished) at New Territory, Kowloon, 4 Rooms, Low Rental.
BEACONSFIELD ARCADE, Fine Shops Offices and Dwelling Rooms.
No. 15, QUEEN'S ROAD CENTRAL, Top Floor, (over Calbrook MacGregor).
No. 17, QUEEN'S ROAD CENTRAL, Rooms on Front Part, Top Floor, (over Aches).
BELLIOS TERRACE HOUSES, ROBINSON ROAD.
TO LET OR FOR SALE.
NEW HOUSE on MOUNT KELLET, Five Rooms, on Road Building Lot No. 117.
Apply to—
LINTSEAD & DAVIS,
3rd Floor, Alexandra Buildings,
Hongkong, 2nd November, 1906. 102

TO LET

NO. 2, MACDONNELL ROAD.
Apply to—
COMPRADORE'S DEPARTMENT,
Nippon Yusen Kaisha,
Hongkong, 3rd June, 1905. 197

TO LET.

IN ALEXANDRA BUILDINGS Small Office on Second Floor.
Apply—
SECRETARY,
A. S. Watson & Co., Ltd.
Hongkong, 4th January, 1907. 150

OFFICE TO LET.

ONE ROOM in PRINCE'S BUILDINGS from 1st February. Rent \$50 per month.
Apply—
REUTER, BROCKELMANN & Co.,
Princo's Buildings,
Hongkong, 29th January, 1907. 299

TO LET ON LEASE.

NOS. 6, 8, 10, 12 and 14, HOLLYWOOD ROAD.
Nos. 1, 2, 3, 4 and 5 SUN WAI LANE.
Apply to—
ARRATON V. APCAR & CO.,
45, Wyndham Street,
Hongkong, 24th October, 1906. 101

TO LET.

NO. 6, LYEEMOON VILLAS, Kowloon, Possession from 1st March next. Five Rooms and Tennis Court. Rent \$125 per month including taxes.
Apply to—
"LYEEMOON"
Care of "Daily Press" Office,
Hongkong, 21st January, 1907. 241

TO LET.

TWO Comfortable and well furnished Bedrooms with Bath in a private family. Upper level. Charges Moderate.
Apply by letter to—
"G. H."
Care of "Daily Press" Office,
Hongkong, 1st February, 1907. 323

TO LET.

NO. 23, BRIGHTON HILL ROAD. Immediate Possession.
No. 25, BRIGHTON HILL ROAD. Possession from 1st March, 1907.
Apply to—
THE COMPRADORE,
Nippon Yusen Kaisha,
Hongkong, 4th February, 1907. 333

TO LET.

GROUND FLOOR of No. 4, DE VOUX ROAD including a Strong Room and Servant Quarter.
Apply to—
DAVID SARSON & Co., Ltd.
Hongkong, 31st January, 1907. 316

TO LET.

POSSESSION FROM 1st MARCH NEXT.
WELLBURN, No. 81 the PRAK.
Apply to—
JAYA-CHINA-JAPAN LIJN,
York Buildings,
Hongkong, 22nd January, 1907. 251

TO LET.

FULLY FURNISHED—from April 15th.
ALTEDENA, BARKER ROAD, the PRAK. Seven Rooms with ample Bath and Dry Rooms. Apply to—
J. S. VAN BUREN,
Care of Nippon Yusen Kaisha,
Hongkong, 3rd January, 1907. 138

TO LET.

NO. 3, CARNARVON VILLAS, and No. 6, "L'CHIEL TERRACE," Kowloon.
Apply to—
HEWAN & Co.,
No. 15, Connaught Road, West,
Hongkong, 1st February, 1907. 324

BOARD AND RESIDENCE

FIRST-CLASS BOARD & RESIDENCE
"BRAESIDE"
A LARGE AND COMMODIOUS RESIDENCE standing in its own grounds, with Tennis Courts, Good Dining and Reception Rooms, Large Airy and Well Furnished Bedrooms, every home comfort. Fine View of the Harbour; Terms moderate.
Apply to—
Mrs. P. W. WATTS,
"Braeside," 20, Macdonnell Road (late of "Tang Yuen").
Hongkong, 27th June, 1905. 143

PRIVATE BOARD AND RESIDENCE.

MRS. GILLANDERS
"CLAREMONT,"
2 & 4, KENNEDY ROAD,
Hongkong, 9th February, 1907. 1751

JUST PUBLISHED.

NOW ON SALE.
THE FIFTY YEARS.
ANGLO-CHINESE CALENDAR
日曆英中十五年
FROM 1ST JANUARY 1864 TO 31st DECEMBER 1913, BEING FROM THE 1ST YEAR OF THE 70th CYCLE TO THE 50th YEAR OF THE TUNG CHI TO THE 39th YEAR OF KWANG-TU.
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For Demand Drafts on London on the day of or preceding the departure of the English Mail; also Table of the Yearly Approximate Averages for 32 Years From 1874 to 1905.
Price: \$2 Cash. On sale at the "DAILY PRESS" Office, or Local Booksellers.

NOTICES TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer "DELHI"
FROM BOMBAY, COLOMBO AND STRAITS.
Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk into the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out, Mark by Mark, and delivery can be obtained as soon as the Goods are landed.
This vessel brings on Cargo:
From London, &c., ex "Marmora."
From Calcutta, ex "Malacca."
From Persian Gulf, ex B. I. S. N. & B. P. S. N. Co.'s Steamers.
Optional goods will be landed here unless instructions are given to the contrary before 6 hours.
Goods not cleared by the 12th inst., at 4 p.m., will be subject to rent.
No Fire Insurance will be effected by me in any case whatever.
Damaged packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No Claims will be admitted after the Goods have left the Godown.
E. A. HEWETT,
Superintendent.
Hongkong, 6th February, 1907. 1

NOTICES TO CONSIGNEES.

"SHIRE" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

FROM MIDDLESBROUGH, LONDON AND STRAITS.

THE Steamship

"MONMOUTHSHIRE."

Captain G. B. Warner, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, and stored at Consignees risk and expense.
No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 9th inst. will be subject to rent.
All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 9th inst., at 2 p.m.
No Fire Insurance has been effected.
Owing to a fire having occurred on this steamer and a general average being thereby incurred, Consignees of Cargo will require to sign the Average Bond, lying at the Office of the undersigned, before their Bill of Lading can be countersigned and delivery of their Cargo obtained.

SHEWAN, TOMES & Co., Agents, "Shire" Line.
Hongkong, 4th February, 1907. 351

AMERICAN ASIATIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

FROM NEW YORK VIA SUEZ CANAL.

THE Steamship

"LOWTHER CASTLE."

Captain Lightbourn, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, and stored at Consignees risk and expense.
No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 9th Feb. will be subject to rent.
All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 11th Feb., at 2.30 p.m.
No Fire Insurance has been effected.
Owing to this steamer having grounded in the Suez Canal, in consequence of which a General Average will be incurred, Consignees must sign Average Bond and pay a deposit of \$7 on invoice value of their Goods before Bills of Lading can be countersigned and delivery of their Cargo obtained.
Average Bond is lying at the Office of the undersigned.

SHEWAN, TOMES & Co., General Agents.

Hongkong, 4th February, 1907. 343

S.S. "AUSTRALIAN."

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London ex "S. S. 'Malayan'" and "Cordoba" from S. S. ex "S. S. 'Matapan'" from Bordeaux ex "S. S. 'Ville de Valenciennes'" in connection with above steamer are hereby informed that their Goods, with the exception of Opium, Treasures and Valuable, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, where delivery may be obtained immediately after landing.
Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon, To-day, requesting it to be landed here.
Bills of Lading will be countersigned by the undersigned, Goods remaining undelivered after Monday, the 11th Feb., at Noon, will be subject to rent and landing charges.
All claims must be sent in to me on or before the 11th Feb., or they will not be recognized. All damaged packages will be examined on Monday, the 11th Feb., at 3 p.m.
No Fire Insurance has been effected.
G. DE CHAMPEAUX,
Agent.
Hongkong, 4th February, 1907. 2

HAMBURG-AMERIKA LINIE.

THE H.A.L. Steamship

"HELLAS."

Captain Neumann, having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the undersigned and to take immediate delivery of their Goods from alongside.
Optional Cargo will be forwarded unless notice to the contrary be given before To-day. No Claims for transhipping loss discharge will be landed into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees risk and expense.
All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.
No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 11th Feb. will be subject to rent.
All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 11th Feb., at 3 p.m.
No Fire Insurance has been effected.
HAMBURG-AMERIKA LINIE,
Hongkong Office.
Hongkong, 4th February, 1907. 344

NAVIGAZIONE GENERALE ITALIANA.

(Florio and Eobattino United Companies).

NOTICE TO CONSIGNEES.

FROM BOMBAY AND SINGAPORE.

THE Steamship

"CAPRI."

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk, into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., where delivery may be obtained. Perishable Goods to be taken delivery of immediately.
All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognized.
No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 15th inst. will be subject to rent.
All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 15th inst., at 9.30 a.m.
No Fire Insurance will be effected.
CARLOWITZ & Co., Agents.
Hongkong, 7th February, 1907. 4

AVERAGE MARKET PRICES.

February 7th, 1907.

The Prices are given in Dollar Cents.

Burmese Rice.

Mot Lung Pa Yek—Beef, sirloin ... 20

prime cut ... 20

Kam Ngau Yek—Corned Beef ... 20

Shing Ngau Yek—Beef ... 20

Ngau Lam—Beef ... 20

Tong Yek—Beef for soup ... 20

Ngau Yek Pa—Beef Steak ... 20

Ngau Yek Chong—Beef Steak ... 20

Ngau Yek—Beef Steak, Sirloin ... 20

Ngau Lo—Bullock's Tongue, fresh ... 20

each 50 ... 20

Ham Ngau Lo—each 50 ... 20

Ngau Lo—Bullock's Head ... 20

Ngau Lo—Bullock's Tail ... 20

Ham Ngau Lo—Beef Ham ... 20

salt ... 20

Ngau Lo—Bullock's Foot ... 20

Ngau Lo—Bullock's Kidney ... 20

Ngau Lo—Bullock's Liver ... 20

Ngau Lo—Bullock's Tripes, addressed ... 20

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